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The China Mail

ESTABLISHED
1845

TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/3.



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No. 27,530

HONG KONG, THURSDAY, JULY 3, 1930.

PRICE \$3.00 Per Month.

W. T. TILDEN THRILLS WIMBLEDON.

BOROTRA DEFEATED.

FRANCE LOSES HER LAWN TENNIS
PRESTIGE.

ALL-AMERICAN FINAL.

London, Yesterday.
W. T. Tilden, in recent years,
never showed such mastery over
his shots, such perfect style and
ingenious slicing as he did to-day



W. T. Tilden.

against J. Borotra. It was re-
miniscent of his great play ten
years ago.

Borotra took the first set after
only eleven minutes' play. His
volleying was executed in immit-
able style, and the crowd expect-
ed the Frenchman to inflict a
smashing defeat. Winning the
first set without the loss of a
game seemed to indicate Tilden's
downfall, but after a further
twenty minutes' play the Ameri-
can squared matters, taking the
second set at 6-4.

Borotra electrified the specta-
tors with his deep driving and his
advances to the net, and the
dazzling acrobatic feats which he
performed in returning well-
placed balls. He took the third
set at 6-4.

His prodigious energy, how-
ever, failed him after the first
three sets, and Tilden, serene and
cool, crushed him with perfectly
placed shots all over the court.
The American took the fourth set
without the loss of a game and,
after a thrilling final set, which
went to twelve games, ran out
winner at 7-5. Borotra was hard-
ly able to walk off the court, so
exhausted was he after his strenu-
ous battle.

Tilden is now within striking
distance of a sensational come-
back, and the eyes of all America
will turn to Wimbledon on Satur-
day. "Big Bill" last won the title
in 1921 after winning it the pre-
vious year. He was responsible
for the downfall of France's sole
remaining representative, and
marked the decline of France
from the leadership of the lawn
tennis nations.

After one of the hardest-fought
matches of the tournament AHSON
knocked out his left-handed com-
patriot, John Doe, in a match
which produced 64 games.

In the semi-finals of the ladies'
singles Mrs. Wills-Moody passed
into the final with her accustomed
ease, defeating Madame Mathieu.
The other semi-final finished
abruptly in favour of Mrs. Ryan
when the score was 4-all in the
final set, Fraulein Aussem collaps-
ing after returning a hard drive
from the American. She subse-
quently reported a sprained ankle
and left the court.

Results:

Men's Singles.
W. T. Tilden (U.S.A.) beat J.
Borotra (France) 0-6, 6-4, 4-6,
6-0, 7-5.

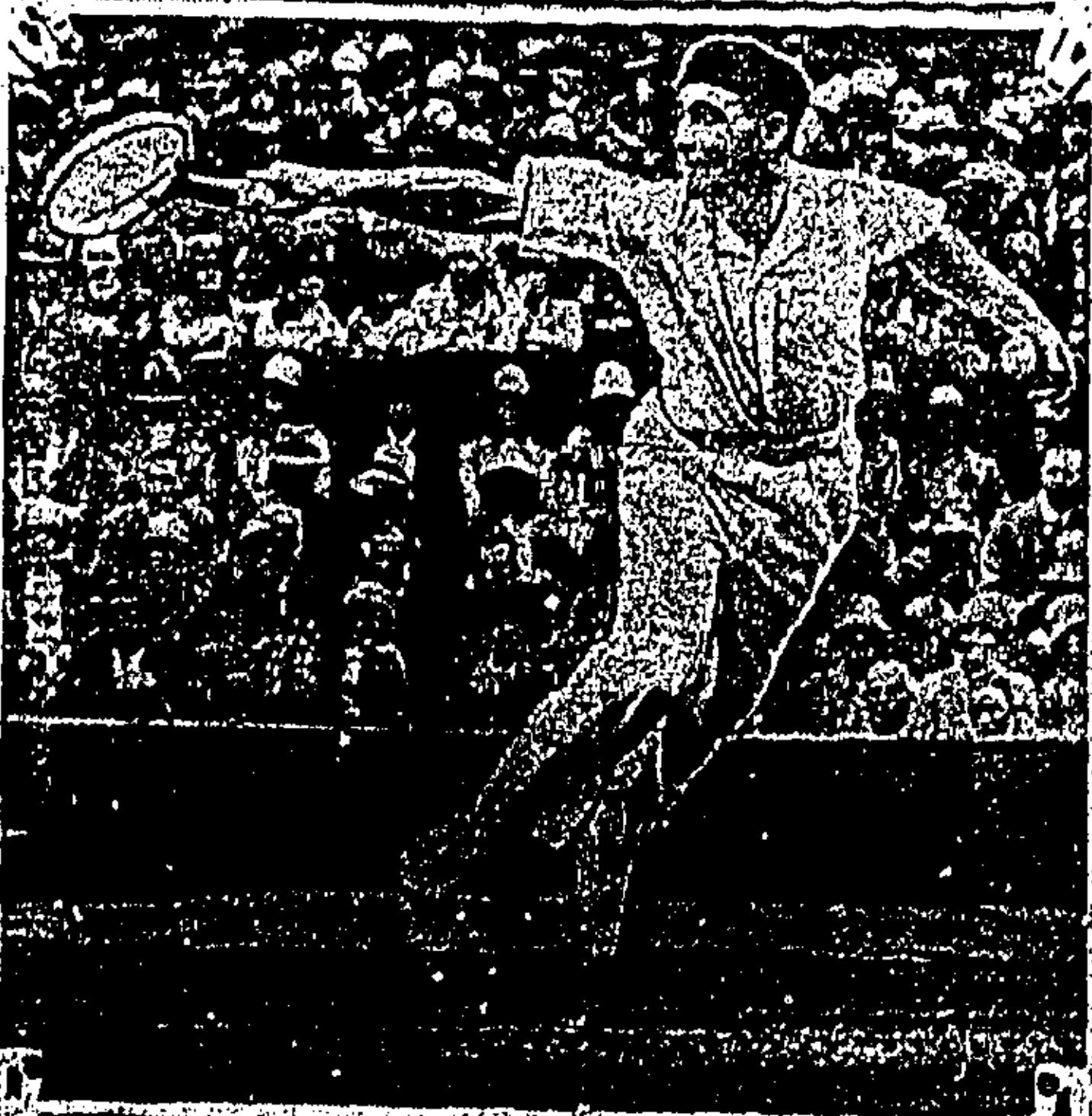
Allison (U.S.A.) beat Doe (U.S.A.) 6-3, 4-6, 8-6, 3-6, 7-5.
Mixed Doubles (Quarter Finals).
H. Cochet and Mrs. Whitting-
stall beat Hopman and Mlle.
Sigart 7-5, 9-7.

Fourth Round.
Crawford and Mrs. Ryan beat
Mangin and Miss S. Palfrey
(U.S.A.) 6-2, 6-4.



Mrs. Wills-Moody.

Ladies' Singles (Semi-finals).
Mrs. Wills-Moody (U.S.A.) beat
Madame Mathieu 6-3, 6-2.
Miss Ryan (U.S.A.) beat
Fraulein Aussem 6-3, 0-6, 4-4.
—Reuter.



J. Borotra.

WEI-HAI-WEI PUZZLE

TO BE HANDED OVER
TO NANKING?

M.P.'S QUERY.

TO WHOM WILL IT BE
TURNED OVER?

London, Yesterday.
In the House of Commons to-day
at question time, Major R. Ross
asked whether, regarding the ren-
dition of Wei-hai-wei on or before
October 30, regard would be had to
the local political situation.

Mr. Henderson replied that in
view of the unsettled state of
affairs His Majesty's Government
must consider the circumstances
existing on the particular date spe-
cified in the convention.

Major Ross asked whether it was
proposed to hand over Wei-hai-wei
to the Nanking Government, even if
they had not effective control of

PIRACY GUARDS.

China Navigation Co.'s
Test Case.

London, Yesterday.
The Evening News learns
that the China Navigation
Company served a writ on the
Attorney General to test the
legality of the Government's
action in imposing a charge on
shipowners for the protection of
ships in Chinese waters.—Reuter.

[The above information will
undoubtedly come as news to
shipowners in the Colony. It
should be borne in mind that the
Head Office of the China
Navigation Company is in Lon-
don. At the moment it is
not possible definitely to as-
certain whether the Evening
News is correct or not.

In fact, it is yet to be learn-
ed whether the Home Govern-
ment have actually imposed a
charge on shipowners, as
stated. If such should be the
case, there seems to be no
other alternative but to pay it.
But so far as Hong Kong is
concerned, it was generally un-
derstood that the White
Russian contingent of the
Police Force had been special-
ly recruited for the anti-piracy
work. It is also known that
some of the new guards have
already commenced their
duties, the first trip being to
Singapore.

Under the circumstances,
the local public will await fur-
ther developments with con-
siderable interest.]

the area, or was there a possibility
of it being handed over to any
other Government?

Mr. Henderson reiterated that
the matter would be decided in the
light of the circumstances then
existing. The position at present
was too unsettled to say what His
Majesty's Government would do.

Major Ross then asked "Will Wei-
hai-wei not be handed over as pro-
vided in the White Paper?"

Mr. Henderson replied: "The
honourable member must wait
and see."—Reuter.

[Major R. Ross is the Conserva-
tive Member for Londonderry, and
was returned unopposed at the last
election.]

SUGAR CRISIS.

SCHEME TO PROTECT DUTCH PRODUCERS.

NEW IMPORT DUTY.

The Hague, Yesterday.
The Second Chamber has adopted
a Bill placing an import duty
of two florins, 240 cents per 100
kilos on refined sugar, designed
to protect Dutch producers during
the existing crisis.—Reuter.

FREE RIDES ON BUSES.

Conductor No Credit to
Company.

A MATTER OF PROCEDURE.

"There is no doubt that you
tried to travel on the bus with-
out payment. It's all lies about
you having asked to get a ticket
on credit. You know that nobody
does that. It is absurd. You
will be fined five dollars or seven
days. I would have made the
fine heavier only. I think the con-
ductor has not acted in a very
capable manner in the matter."

That comment was made by
Mr. T. S. Whyte-Smith at the
Kowloon Magistracy this morning
when a nineteen-year-old unem-
ployed Chinese appeared before
him charged with attempting to
evade payment of fare on a China
Motor Bus Company's vehicle.

Defendant pleaded that he had
worked previously for the Chi-
na Bus Company, and thought that
he could get a ticket on credit!

A Great Nuisance.
An inspector said that he board-
ed the motor bus, which was go-
ing to the Star Ferry, at the
Mongkok Road stopping place.

He asked defendant for his ticket,
and the latter replied in the nega-
tive form, in the same time re-
questing the conductor to punch a
ticket for him, which, of course
was not done. He added that de-
fendant was a great nuisance to
the buses, and caused much
trouble. This was the third time
he had attempted to travel with-
out paying.

According to the conductor, he
told defendant to leave the bus
at Boundary Street stop, but the
latter refused and threatened him.
The vehicle then moved on to
Mongkok Road where the inspec-
tor came on and they took defen-
dant to the Police Station.

Conductor's Duty.
His Worship held that the con-
ductor should have insisted that
defendant get off the bus and
hold it up till he did eventually
sight. If not then he could easily
call for a police constable.

Sub-inspector Evans: The usual
practice is to bring them to the
Police Station if they won't get
off.

His Worship regarded the wit-
ness as a weak sort of conductor,
who could not be of much use to
his company. He added that wit-
ness was the sort of person who
allowed all this trouble with the peo-
ple on buses, because he was
frightened to speak out, and tell
a passenger who had not paid to
get off.

His Worship: It doesn't
seem to me that you have done
your job very well. I can't un-
derstand why you didn't take ac-
tion before the inspector got on.
Witness: I could not find the
police.

Encouragement Given.
Speaking to a representative of
the Company, his Worship said
that although the case was one of
defrauding payment, yet it seem-
ed to him that the conductor had
given much encouragement to the
defendant. He believed that if
the inspector did not get on the
defendant would have been con-
veyed to his destination as a pas-
senger.

His Worship asked the repre-
sentative if he was right in say-
ing that if a person refused to
pay his or her fare, the best re-
medy would be to stop the bus at
the first station, and make the per-
son get off or call a policeman to
turn that person out.

The representative agreed, and
further suggested that if a pas-
senger did not pay, they could
drive the bus with everybody in
it to the nearest police station.

His Worship said that that was
not possible.
Came for Another Youth.
In another case, a young Chi-
nese, who tried to take a free ride
on a Kowloon Motor Bus Co.'s
vehicle in Prince Edward Road,
was ordered to get six strokes of
the cane. It was stated in this
case by the inspector that defen-
dant had a habit of jumping on
and off moving buses.

Customer (in clock department of
big store). "I want a new dial."
Salesman (absently). "Ready"
parlour on the third floor, madam.

RADIO AND EMPIRE

CHEAPER OVER LONG
DISTANCES.

NO DECISION YET.

TALK AT COLONIAL
CONFERENCE.

London, Yesterday.
The sixth plenary session of
the Colonial Conference to-day
discussed problems of the Empire
wireless and cable services. Sir
Samuel Wilson said that the Im-
perial Communications Company
had submitted a comprehensive
scheme for the organisation of
the cable service in the Colonial
Empire. This scheme had not
yet been considered and must be
referred to the Colonial Govern-
ments before any definite decision
was reached.

Sir Basil Blackett said that the
company had lost very heavily
during the past six months. This
was not unnatural, in view of the
state of trade generally. It was

SOME RAIN.

To-day's weather report from
the Royal Observatory states:
An anti-cyclone is central
between S.W. Japan and the
Bonins.

An area of low pressure ex-
tends from the South China
Sea to North China, with in-
dications of a cyclonic circula-
tion between Pratas and Baco.
Forecast:—N. or variable
winds; moderate; generally
cloudy; some rain.

The American Consulate-
General has received the fol-
lowing typhoon warning from
the Manila Observatory:—
To-day 11.15 a.m.—Ty-
phoon in about 141 degrees
Long. E. and 8 degrees Lat.
N., direction unknown.

Rainfall
Rainfall to 10 a.m. to-day
0.51 inch. Rainfall since
January 1, 32.85 inches
against an average of 40.42.
Temperature and Humidity
The temperature and humid-
ity at certain specified centres
this morning at 6 o'clock
were:—

	Temp.	Humid.
Hong Kong	81	86
Macao	81	94
Pratas Island	79	93
Manila	79	91
Poochow	81	91
Amoy	78	199
Swatow	81	92
Chefoo	77	100
Shanghai	77	96

estimated that the Company, when
in full working order, would have
a net revenue of £1,800,000.

They were at present maintain-
ing communications for the Em-
pire at rates much below the
1913 figures.

Mr. Phillips (of the Post Office)
said that after much experience
they had decided that wireless
was cheaper than cables for ser-
vices exceeding 2,000 miles, but
certainly not so efficient. A 24
hours' service could be maintain-
ed by cables but not by short
wave wireless.

The whole question has been
referred to a sub-committee.—
Reuter.

BRITAIN AND BRAZIL.

PREMIER GIVES TIFFIN TO PRESIDENT-ELECT.

Rugby, Yesterday.
The Premier entertained Dr.
Jules Presta, President-elect of
Brazil, at luncheon in Downing
Street to-day.—British Wireless
Service.

FISCAL YEAR ENDS

U.S. SURPLUS AMOUNTS TO \$184,000,000.

Washington, Yesterday.
The surplus of the fiscal year,
ended yesterday, amounted to
\$184,000,000, which is larger than
was expected.—Reuter's American
Service.

UTTER DEFEAT OF REBEL ARMIES.

Decisive National Victory
After 3 Days' Fighting.

OVER 15,000 CASUALTIES.

Nanking, Yesterday.

Military headquarters officially
announce that the campaign in
Hunan is over. The Kwangsi
forces and Chang Fa-kuei's Iron-
sides were decisively defeated at
Heng Chow-fu, in south Hunan
after three days' fighting, in
which there were 15,000 casual-
ties. The Nationalists suffered
5,000 casualties.

A communique states that one
Ironsides' division, three Kwang-
si and one Hunanese division on
June 29 and 30 repeatedly attack-
ed the entrenchments held by
three Cantonese divisions to the
north of Heng Chow-fu. They
were driven back with "terrible
slaughter" yesterday morning.
The Cantonese counter-attacked
and routed the rebels, pursuing
their remnants as far as Kwang-
si.

The victory is considered to be
of the utmost importance, because
with this debacle of the Ironsides,
and the Kwangsi rebel armies
seven veteran Government divi-
sions are released from service in
Hunan and Shantung.—Reuter.
Feng Counter-Attacking.

Peking, Yesterday.
Independent reports indicate
that Feng Yu-hsiang is counter-
attacking. The Northerners' line
at present is believed to run from
some miles eastward of Lanfeng
on the Lunghai Railway south-
wards to slightly westward of
Kihshien and Talkanghsien, and
southwesterly towards Yencheng.
Chinese reports indicate that
the Shansi authorities intend to
take over the Peking local cus-
toms shortly, but the Customs
service so far is continuing to
function normally without inter-
ference.—Reuter.

"MILK MONEY."

GIRL SOLD FOR A HUNDRED
DOLLARS.

BUYER AND SELLER FINED.

Two Chinese women named
Tang Yee-kiu and Cheung Hee
to-day pleaded "guilty" before
Mr. A. V. G. H. Grantham to a
charge of having taken part in a
transaction for the transfer of the
custody of a girl, Chiu Mui (11),
for a consideration of \$100.

Inspector J. Murphy of the
Secretariat for Chinese Affairs,
prosecuted. He told the Magis-
trate that the date of the trans-
action, according to the agree-
ment drawn up between the two
accused, was December 31, 1929.

The first accused was the buyer
of the girl and second accused
was the seller, and the sum of
\$100 changed hands at the time
of the girl's transfer to the cus-
tody of first accused.

When the prosecution were
making inquiries in connection
with the case, the accused claim-
ed that the girl was sold for the
purpose of adoption. The deed of
presentation which first accused
produced, however, contained a
clause providing for the redemp-
tion of the girl on the return of
the \$100 which was stated to have
been paid to second accused as
"milk money" (compensation for
expenses incurred by second ac-
cused in bringing the girl up).

No Question of Redemption.
The prosecution claimed that it
was this very clause in the deed
of presentation which made the
matter a "transaction" as in an
ordinary case of adoption there
was no question of redemption.

The Inspector commented that
of the two accused, No. 1 was in
a more unfortunate position, be-
cause, as the result of the case,
she stood to lose both the girl and
the \$100 which she had paid to
No. 2. The prosecution, he said,
had no sympathy for second ac-
cused (the seller of the girl), and
he did not know if the Magis-
trate felt any for her.

The Magistrate fined the buyer
\$25 and the seller \$125.
It is understood that the girl
will now be placed in the custody
of the S.C.A., who will make ar-
rangements as to her future.

The Premier, replying to Mr.
Baldwin, regretted that the latter
had declined his invitations to both
conferences. He said "I had hoped
it had been made abundantly clear
that the Government's proposal was
not as you say, to confer with the
(Continued on Page 4.)

SNUB FOR PREMIER

BALDWIN REFUSES
TO JOIN PARLEY.

TORY VIEWS.

MR. MACDONALD
FEELS HURT.

Rugby, Yesterday.

The text is published of corres-
pondence which has passed between
the Premier and Mr. Baldwin and
Mr. Lloyd George, the leaders of the
Conservative and Liberal Parties,
regarding the holding of three
Party conferences on agriculture
and unemployment. The Premier
invited Mr. Baldwin and Mr. Lloyd
George with their colleagues to
take part in such conferences. Mr.
Baldwin declined the invitation to
both conferences. In regard to the
unemployment conference he said:
"You have made it perfectly clear
that whilst inviting the other
Parties to confer with you, you re-
serve to the Government alone the
decision as to what is to be done.
We are, in fact, invited not to a
Council of State whose decisions
will prevail, but to a conference in
which you will submit to us your
proposals when they are matured
with the purpose—and the sole pur-
pose—of ascertaining what facili-
ties we will accord for their execu-
tion."

"Striking Innovation."
This is indeed a striking in-
novation in our constitutional pro-
cedure, under which such a declara-
tion of policy would normally be
made on the floor of the House of
Commons and the co-operation of
the Opposition be openly invited.
We are compelled, therefore, to ask
ourselves whether our participa-
tion in the conference held in the
circumstances and under the re-
strictions proposed by you could be
of any public service."

"Our views upon the unemploy-
ment problem on its causes and its
remedies, so far as they depend
upon political action, have been
frequently explained. We be-
lieve that the principal reasons for
the decrease in employment are to
be found in the lack of confidence
in industrial and business circles oc-
casioned by the political and
economic policy of the Government
and its supporters, and in the ex-
cessive burden of taxation laid upon
industry in the execution of that
policy. We believe, further, that
the most effective help which can
be given to industry in the mainte-
nance and recovery of its markets
lies in that wide extension
of the policy of safeguard-
ing which forms one of the main
planks in the Conservative pro-
gramme, and in securing and ex-
panding its position in other parts
of the Empire by a system of pre-
ferential tariffs with our Dominions
and Colonies."

Waste of Time.
"You have yourself been at pains
to indicate that no useful purpose
would be served by a discussion of
these views in a conference in which
two of the parties are irrevocably
opposed to them. It is impossible
for us to enter a conference in which
a consideration of the contribution
which we have to make is ruled out
from the beginning and we are ex-
pected to assume as a basis of our
discussion a continuation of a
policy which has so gravely added
to national distresses."

In declining participation in the
proposed agricultural conference,
Mr. Baldwin pointed out that he had
agreed to a conference of agricul-
tural representatives on a non-
party basis. This had met and
reached certain unanimous de-
cisions. The measures which the
Conservative Party regarded as
essential for the restoration of
agriculture included the recom-
mendations of this expert confer-
ence. Hitherto the Government
had shown no willingness to adopt
any of these recommendations, but
proposed to submit to the leaders
of the opposition parties only the
results of the Government's own
study of the agricultural problem."

Reuter's American
Service.



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M.V. "MONCALIERI"	July 17	Aug. 24
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Sunday, 20th July.
TAIYO MARU	Thursday, 31st July.
CHICHIBU MARU	Friday, 4th July at midnight.
SEATTLE VICTORIA via Shanghai & Japan Ports.	Friday, 4th July at midnight.
SIBERIA MARU	Wednesday, 16th July.
HIKAWA MARU	Wednesday, 16th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 12th July.
TERUKUNI MARU	Saturday, 20th July.
HAKUSAN MARU	Saturday, 20th July.
SYDNEY & MELBOURNE via Manila & Ports.	Tuesday, 22nd July.
AKI MARU	Tuesday, 19th August.
KITANO MARU	Tuesday, 19th August.
BOMBAY via Singapore, Penang, & Colombo.	Friday, 11th July.
SHIZUOKA MARU	Monday, 28th July.
RANGOON MARU	Monday, 28th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Monday, 28th July.
RAKUYO MARU	Monday, 28th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Wednesday, 6th August.
BINGO MARU	Wednesday, 6th August.
NEW YORK, BOSTON via Panama.	Tuesday, 8th July.
TOYAMA MARU	Saturday, 2nd August.
ATAGO MARU	Saturday, 2nd August.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Monday, 14th July.
DURBAN MARU	Monday, 14th July.
CAIQUITA via Singapore, Penang & Rangoon.	Thursday, 7th July.
MUGORAN MARU	Thursday, 7th July.
AKITA MARU	Tuesday, 15th July.
SHANGHAI, KOBE & YOKOHAMA.	Monday, 7th July.
KAMO MARU	Thursday, 10th July.
CEYLON MARU (Mojit direct)	Thursday, 10th July.
KAGA MARU (Nagasaki direct)	Wednesday, 10th July.

For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore Colombo, Suez and Port Said.	Saturday, 12th July.
ALFAI MARU	Monday, 11th August.
ATLAS MARU	Monday, 11th August.
10 DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 18th July.
MONTEVIDEO MARU	Friday, 29th August.
LA PLATA MARU	Friday, 29th August.
BOMBAY—via Singapore & Colombo.	Saturday, 5th July.
BURMA MARU	Saturday, 5th July.
BORNEO MARU	Saturday, 5th July.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOZAMBIQUE—via Singapore & Colombo.	Monday, 7th July.
PANAMA MARU	Wednesday, 6th August.
CALCUTTA—via Singapore, Penang & Rangoon.	Thursday, 3rd July.
MADRAS MARU	Friday, 18th July.
SEATTLE MARU	Friday, 18th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports from Shanghai.	Thursday, 28th July.
MELBOURNE—via Manila, Brisbane & Sydney.	Sunday, 5th July.
BRISBANE MARU	Sunday, 5th July.
HAIPHONG—via Hanoi & Pakhal.	Thursday, 28th July.
MEMADO MARU	Thursday, 28th July.
NEW YORK—via Japan ports & Panama.	Wednesday, 9th July.
HIMALAYA MARU	Saturday, 5th July.
TEMPER MARU	Saturday, 5th July.
TEBUNG—via Swatow & Amoy.	Friday, 11th July.
TAKAO—via Swatow & Amoy.	Friday, 11th July.
MAKAO & KEELUNG	Friday, 11th July.

For further particulars please apply to—OSAKA SHOSHIN KAISHA
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PUBLIC AND PRIVATE LOTTERIES.

Transferring Turf Club Tickets.

MR. BRADDELL'S CONTENTION.

The pros and cons of the practice of a member of the Turf Club of giving or selling chances obtained by him in the unlimited sweep to his friends and employees were argued by counsel in the Police Court, Singapore, on June 23, when a wealthy Chinese towkay, Choo Poh-keng, and his employee, Chee View-chum, stood their trial on charges relating to a public lottery.

They were both charged with assisting in the carrying on of a public lottery and also with the management of 35, North Canal Road, the business premises of the first accused, as a common gaming house. The first accused was further charged with receiving directly or indirectly moneys for or in respect of any chance in any event or contingency connected with a public lottery or the selling or offering for sale a lottery ticket, and thirdly with writing, or having caused to be written, a lottery ticket. The second was also charged with buying a lottery ticket.

The Deputy Public Prosecutor (Mr. J. H. Pedlow) appears for the Crown, and Mr. Roland Braddell supported by Mr. P. H. Battishall, is for the defence. The case is being heard by Mr. P. S. Williams, the Second Police Magistrate. Mr. C. Smith held a watching brief for the Singapore Turf Club.

Mr. Tongue's Evidence. Mr. E. Tongue, A.S.P. in charge of the Gambling Suppression Department, in evidence told of sending an informer to the accused's shop with a \$5 note, of which he had recorded the number, to buy a chance in a lottery alleged to be held there.

He later raided the premises and found the \$5 note, which he had given to the informer, in a safe which was opened by the first accused, who had the key. He then arrested both the accused, and charged them. The premises at 35, North Canal Road, were a wholesale tobacconists' store, the office being on the ground floor.

Replying to the Deputy Public Prosecutor, Mr. Tongue said that an exercise book, which he found on the premises, contained lists of numbers referring to several days' race meetings, and was a record of numbers issued, and corresponded with the allotment letters. Rahamin's name appeared on the second page of the book, and showed that one number had been allotted to him. The name of the second accused appeared in the book several times, and the numbers compared with those in the pocket book of the second accused himself. When he entered the premises the first accused was seated down at a desk actually writing out the numbers.

Cross-examined by Mr. Braddell Mr. Tongue admitted that all the tickets had been passed on at the same price as shown by the entries in the exercise book which was a record of what a person had done with his Turf Club tickets. The numbers given in the exercise book were the same as those in the allotment letters.

Mr. Braddell: Supposing I am a member of the Singapore Turf Club and I buy 20 tickets and give them to my servants or pass them to my clerks at \$5 each. Is it the contention of your department that I have committed an offence?—I would consult the authorities.

What is it you suggest that this man has done?—He will make a profit of ten per cent. if any holder of a ticket happens to win a prize. Outside Rahamin you have no evidence that this man was going to make any profit from anybody?—No.

You were giving certain evidence about this man's premises. Are you suggesting that this man's office was kept as a gaming house?—No.

He is the manager of Chop Heng-seng, wholesale tobacco dealers?—Yes. It is well known that his business pays about \$20,000 in taxes on tobacco every month?—I don't know that.

Would you dispute it?—No. They say that you locked them up from one o'clock in the afternoon until 4.30. Is that so?—They had difficulty in getting a baller.

They were kept under arrest from 1 to 4.30?—I cannot say without referring to the station books. Who is responsible for the treatment of these people?—I am. I left the matter of bail to the inspector in charge.

Finger-Prints Taken. I want this made public. I do not blame Mr. Tongue. You took their photographs, their measurements and finger-prints?—Yes in accordance with the Criminal Procedure Code.

You don't mind who the persons are?—It is hard luck for a prominent member of the public to be arrested and taken off and photo-

graphed. You simply arrest them, and take their measurements, their photographs and finger-prints no matter who they are?—It is not for me to answer. I have to effect arrests to prove entry.

In other words a man must be treated as a criminal?—Yes, that is the law.

A man who is arrested for theft or murder or chap-gee-kee is treated the same way and his measurements, his photograph and finger-prints are taken?—Yes, chap-gee-kee and gambling lead to theft and other crimes.

Many ill-conducted people like myself do not regard gambling as a very serious matter. Did you have a warrant to enter these premises?—I entered as a Justice of the Peace.

Have you heard of the Calcutta Sweepstake?—Yes. Are you aware that people here buy tickets through various institutions?—Not this year, but I am told that they did last year.

Supposing you have evidence that a bank was getting tickets and selling them, would you go in and arrest the manager?—I would consult the Deputy Public Prosecutor.

Did you consult any one in this case?—Yes, I consulted Mr. E. Cheers, my late Chief, and also the Chief Police Officer.

Have you considered that the accused might have passed the tickets on to his employees, and Rahamin's story of the ten per cent. might not be true?—I did not anticipate that defence.

You have only considered the black side of the case?—He has been doing it in a big way.

You say that 123 tickets is a big way?—Yes.

You have not considered a wealthy member buying tickets and passing them on to his friends or employees at the same price?—No, I have not.

Replying to Mr. Pedlow, who referred to the section dealing with the measuring, photographing and taking of finger-prints of arrested persons, Mr. Tongue said that the law laid down that it may be done and not shall be done, but he was only carrying out departmental instructions. In the present case he decided to do so himself.

Mr. Todd's Evidence. Mr. A. H. Todd, secretary of the Singapore Turf Club, said he knew the accused, Choo Poh-keng, who was a subscribing member of the Club, having been elected was not a member of the Club.

The May meeting was the first one held after the accused became a member. He made 18 applications for numbers in the unlimited sweep, and in all, 200 tickets were allotted to him. On April 22 he was allotted 23 numbers and other allotments were as follows: April 24, eight numbers; April 25, two; April 29, 35; April 30, 20; May 1, 12; May 5, 40; May 6, four; May 5, ten; May 8, ten; May 12, ten; May 14, 16; May 22, 10. The races were run on May 3, 7, 10, 14, 17 and 24.

He took 35 numbers for the big sweep on the first day of the meeting.

Mr. Pedlow: Would you say it was unusual or otherwise for a member to make 18 applications for numbers?—Oh, no. It is not unusual. Members do not like to get consecutive numbers, and in order to spread their number out they make several applications, thus getting numbers in different thousands. They spread their chances out.

Cross-examined by Mr. Braddell, witness said when members were proposed for membership the Club did not inquire into their financial status, but they were very careful about electing candidates. In the case of the first accused he was well recommended by another member who had known him for ten years, and who stated on his membership form that the accused was of good character.

Asked what he would call a "large" number of chances to be taken by a member in the unlimited sweep, Mr. Todd said about a thousand. He had known quite a lot of wealthy Chinese take as many as that. The 200 that the accused obtained was only an average of 30 a day.

There were no tickets issued in the sweep. Numbers were allotted and sent to a member in an allotment letter, on the back of which the conditions of the sweep were printed. The sweep was a private one. The drawing of the numbers was supervised by members of the committee.

The winner returned the letter of allotment, endorsed by himself. The successful number was turned up on the record sheet, and the name of the drawer was verified.

It was also verified with the original application of the member. Finally, if the member was not known by Mr. Todd, he had to be identified by another member of the Club, and such identification was endorsed of the letter of allotment by the identifier. The winning member was then paid by cheque, which was endorsed. Account payee: Not negotiable.

Mr. Braddell: Therefore, only a member can take a chance in this sweep, and further only a member can be paid for a winning number?—Yes. I should have added that every application that is

received is sent to a scrutinizing clerk, who verifies the membership of the applicant and endorses the letter accordingly. A number is only allotted, therefore to a person proven to be a member.

Everything in connection with the Singapore Turf Club unlimited sweep is practically the same as that of the Selangor Turf Club sweep is it not?—Yes, with the exception that we draw numbers from barrels and they from boxes.

Kuala Lumpur Judgment.

Mr. Braddell: My only point, your honour, is to show that the Chief Justice's judgment in Kuala Lumpur is absolutely on all fours with the case we are trying here. Re-examining Mr. Pedlow asked: If a member does not get successive numbers do you think his chances are increased?—I would rather not express an opinion on that. (Laughter.)

What was the total amount received on the first day of the May race meeting for this sweep?—About \$45,000.

How many members are there in the Club?—Over 4,000.

So the average would be two and a fraction of members each?—I don't think averages come in at all, because some members do not take tickets. On the last day the total was about \$105,000. That is more than twice as many, which puts the average up to five. However, many members do not take numbers.

In answer to a further question he said he thought the number of applications received for the first day's sweep would be about 9,000. The accused made five applications for a total of 35 tickets for the first day.

The Informer.

The next witness called for the prosecution was Rahamin, the informer. He said that on May 1, he was given a \$5 note by Mr. Tongue, who had recorded the number, and told to go to the house of the accused, Choo Poh-keng, at 35, North Canal Road, and ask for a ticket there in connection with the alleged lottery. He went to the house in the morning and saw the accused there.

Witness told accused: "as you promised me two days ago, if I wanted to try my luck in the sweep, I have come to buy a ticket." Accused said he would allot witness a number which had been given to him. Witness then gave him the \$5 note. Accused did not give him a receipt for the money. The accused said he had finished his numbers and must send for some more. He told witness to call the following morning for his ticket. Accused then made an entry in a book.

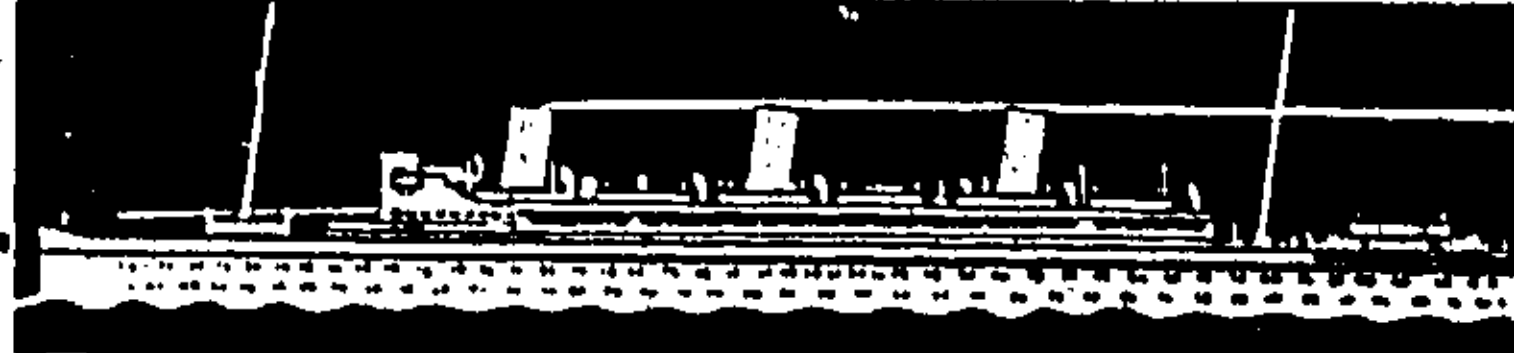
Accused told him that if he (witness) wanted a chance he would have to submit to the same conditions as accused's other friends. That was, if witness won, accused would get ten per cent. of the money drawn from the Turf Club.

Witness added that he had a business acquaintanceship with accused.

Mr. Pedlow: What impression did you get about the sale of these tickets?—I knew in my heart he was doing something that was wrong. (Laughter.)

Had you any particular claim on the accused why he should get you a ticket and refuse one to someone else?—No.

Do you know whether he sold you a ticket in the capacity of a close, (Continued on Page 5.)



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KALYAN	9,144	2nd Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
RAJPUTANA	16,568	16th Aug.	Bombay, Marseilles & London.
KASHMIR	8,985	30th Aug.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MANTUA	10,000	13th Sept.	Bombay, Marseilles & London.
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KALYAN	9,144	1930 4th July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	8th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	16,568	18th July	Shanghai, Kobe & Yokohama.
KASHGAR	9,005	30th July	Shanghai, Moji, Kobe & Yokohama.
TALAWA	8,018	10th Aug.	Amoy, Moji, Kobe & Osaka.
KASHMIR	8,985	20th Aug.	Shanghai, Moji, Kobe & Yokohama.
*BORDA	—	2nd Aug.	Shanghai & Kobe.
TALMA	10,000	10th Aug.	Amoy, Moji, Kobe & Osaka.
MANTUA	10,006	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	24th Aug.	Shanghai, Moji, Kobe & Yokohama.
*BIRIMA	—	30th Aug.	Shanghai & Kobe.
MALWA	10,080	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	20th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
MADEONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
RAJALPINDI	16,619	7th Nov.	Shanghai, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
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6-6.30 p.m.—Children's Pro-
gramme.

Auntie Pat, Uncle Dick, and Uncle
Jeff will entertain the kiddies.

6.30-8 p.m.—European Pro-
gramme (Victor Records).

"William Tell"—Overture.

Arthur Pryor's Band (20319).

"William Tell"—Overture.

Arthur Pryor's Band (20320).

"Letter of Love".

"At Evening".

Mischa Elman, Violin Solo
and Piano by Josef
Bonine (1160).

"Simple Confession".

Neapolitan Trio (20278).

"The Sweetest Story Ever Told".

Neapolitan Trio (20278).

Gems from "Tales of Hoffman".

Victor Opera Co. (35976).

Gems from "Mikron".

Victor Opera Co. (35976).

"You, You Alone".

John Boles and Orchestra
(22373).

"For You".

John Boles and Orchestra
(22373).

"Love Everlasting".

Victor Salon Orchestra
(20199).

"In the Days Gone By".

Victor Salon Orchestra
(20199).

"Frison Song".

Amelia Galli-Curci (1167).

"Serenade".

Amelia Galli-Curci (1167).

Selections from "Mefistofele".

Cremona's Band (35971).

"Mefistofele".

Cremona's Band (35971).

"Waltz in C Sharp Minor".

Alfred Cortot (1101).

"Etude in A Flat Major".

Alfred Cortot (1101).

7.30 p.m.—From the Studio, a
Pianoforte Interlude by Mr.
Ronald Paget, Musical Director
Salisbury Playhouse.

(a) Rustle of Spring (Sinding).

(b) Carmen Selection (Bizet).

(c) Loose Elbows (Mayer).

7.45 p.m.—Gramophone Pro-
gramme Continued.

"A Little Posy".

Enrico Caruso (501).

"My Sunshine".

Enrico Caruso (501).

"Pagliacci—Fantasy".

Marcel Weber and His
Orchestra (35908).

8-9 p.m.—Chinese Programme.

9 p.m.—Weather Report and
Local Time.

Chinese Programme Continued.

10.30 p.m.—Close Down.

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Messrs. Anderson & Aase on the

5th July, 1930, at 10 a.m.

All claims against the vessel must

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the 9th July, 1930, or they will not

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Hong Kong, 28th June, 1930.

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Miss Eleanor M. Wyman, Miss B.

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J. O. Thomson, Mr. and Mrs. L. E.

Guterres, Miss A. Guterres, Mrs. H.

Watanabe, Mr. H. Watanabe, Mr.

T. Satoh, Mrs. K. Okura, Col. A. S.

King, Mrs. L. Calderon, Mrs. A. P.

Calderon, Miss P. Calderon, Miss E.

Calderon, Miss Y. Tomura, Mr. and

Mrs. J. Kurosawa, Mr. T. Sakai,

Mrs. A. S. King, Mr. T. A. Mahanti,

J.P., Miss D. V. King, Capt. A. E.

Bevan, Mr. J. L. Jacob, Mrs. C. H.

Forster, Miss Forster, Master C.

Forster, Mr. M. G. Huidobro, Mr.

Jose Villa, Mr. and Mrs. Strohm,

Mr. D. C. Marquez.

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On account of missing tide con-
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8 a.m. Pres. Wilson July 13

Pres. Van Buren July 27

Pres. Garfield Aug. 10

Pres. Polk Sun, Aug. 24

TO MANILA

6 p.m. Pres. Pierce July 5

Pres. Jackson July 15

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Hong Kong, Thursday, July 3, 1930.

DEATH TRAPS.

Hong Kong is as well regulated as most Cities in the Colonial Empire, and better regulated than many. Where it is lacking, however, is in the regulation of traffic. That which should in the light of logic be a simple matter has been allowed to develop into a problem. The motor traffic of Hong Kong, without any exaggeration, is hopelessly out of hand in certain areas, and yet this the Police would in all likelihood deny if questioned on the matter.

It should not be a problem at all. What is traffic regulation but the application of a few elementary rules? The Police are here to see that those rules are carried out, and that duty is not to be discharged merely by painting white lines on the road, as a Birmingham, or patrolling what are believed to be bad areas and leaving others to be converted by feckless youths into a kind of Brooklands track.

To take a definite example, thousands of pedestrians must pass the University each day, morning, afternoon, and evening. Of these, quite a considerable percentage is composed of school girls, and every one runs the not remote risk of a violent death twice every day at the hands of some careless driver in charge of an over-loaded lorry, or a hired car. The drivers of those hectically coloured sports cars are very often the worst offenders; they ignore the primary rules of the road and fly around corners on two wheels.

This particular area is a veritable death-trap and the passage

of larger vehicles which cannot reverse without extreme difficulty has made it a public menace. The traffic authorities, it appears, see no objection to the parking of lorries for hours on end at the narrowest part of the road, and actually at bends in the road. This road, which runs from Government House and past the University via West Point, has been a sad reflection on traffic regulation for the past four months. The fact that a number of buildings is in process of construction on a plot immediately adjoining the thoroughfare does not seem either a satisfactory or the real reason of this deplorable state of affairs.

It is not improbable that a couple of unsuspicious traffic inspectors, if placed in charge of this area, would be able without difficulty to cool that "Bentley spirit" among our budding European and Chinese Jehus of the owner-driver cult on their hectic journeys every morning down from the Peak to town. The granting of driving licences should be made conditional on the applicant satisfactorily showing that he is able to pass the test of driving, say, from Queen's Road Central via the University road to West Point and back to the Police Station—at the busiest possible hour. For this would be required inspectors of "iron nerve."

There are endless instances where a greater measure of safety could be introduced into our traffic regulations and their interpretation. We appear to be on the crest of a violent death-rate wave through motor accidents, the majority of which are attributable to lethargy, carelessness, and the intolerance and inexperience of fifty per cent. of those holding driving licences.

News in Brief.

The total output of the Kailan Mining Administration's mines for the week ended June 14, 1930, amounted to 112,429 tons, and the sales during the period to 111,504 tons.

Damage was done to two cars which collided at Shek-O yesterday. One vehicle was driven by Mr. H. Wilson, of the Talkoo Sugar Refining Co., and the other by Mr. A. Macfarlane, of the Union Insurance Society. Both drivers escaped injury.

At a meeting of the shareholders of the Realty and Trust Company, Ltd., held yesterday, the sale of Exchange Building to Messrs. Lane, Crawford, Limited, was confirmed. The purchase price is \$2,400,000; a first mortgage of \$1,750,000 being taken by the Hong Kong and Shanghai Bank, and a second mortgage for \$650,000 being taken by the Realty and Trust Company.

The body of the Chinese named Lo Kam-tong (24), who was drowned whilst swimming at Big Wave Bay on Sunday afternoon, was recovered from the sea by the Water Police yesterday afternoon.

At the Summary Court yesterday afternoon, before Mr. Justice J. R. Wood, Leung Kam-leung, a married woman, sued, Chan Pui-yew, Ko Ching-tai, and Wo Lin, for the sum of \$443. Judgment was given for plaintiff with costs.

A fine of \$50 was imposed on a Chinese woman at the Kowloon Magistracy for being the keeper of a house at 504 Nathan Road. A second woman, charged with unlicensed keeping a similar house in Reclamation Street, absented herself and had her bail of \$50 estreated.

"You were banished only in February. You got six months for larceny from the person in December. Eight months' hard labour and fifteen strokes of the birch," said Mr. T. S. Whyte-Smith to a returned banished, when he appeared at the Kowloon Magistracy this morning.

A motor collision occurred last night at the junction of Caine and Bonham Roads. An hotel bus was about to pull up at its stopping place outside the Upper Levels Police Station when a Dairy Farm lorry, the driver of which, apparently, did not anticipate the slowing up, ran into the rear of the bus. Both vehicles suffered some damage, but no one was injured.

"Convicted. You wasted a lot of time standing there telling lies," said Mr. Whyte-Smith at the Kowloon Magistracy this morning when he sentenced to three consecutive terms of two weeks' hard labour, an unemployed Chinese, who stole a silk jacket, a pair of shoes, and a pair of slippers from three Chinese folks of a Guild at 61, Wai Ching Street.

A Chinese woman named Chung Fan (21), married, living at 107 Shanghai Street, Yau-mat, was alleged to have attempted to commit suicide yesterday afternoon by jumping into the harbour from the Yau-mat ferry wharf. The affair occurred just as a ferry launch had left the wharf on a trip to Hong Kong. Liu Foo, the ticket collector, rescued the woman, who was apparently none the worse for her immersion.

A Chinese woman, 65 years of age, and another woman with a baby in her arms, appeared before Mr. Whyte-Smith at the Kowloon Magistracy this morning. The elder woman pleaded guilty to stealing some rope from the Kwong Fook Cheong Shipyard, while the second accused admitted being the unlawful receiver. When the Magistrate imposed a fine of \$25 or three weeks' hard labour on each, the son of the second woman volunteered to pay her fine.

SNUB FOR PREMIER.

(Continued from Page 1.)

other parties after it has decided what to do, but before having come to a decision and in the hope that when the decision was reached it might embody common views. Of course, the Government was to be responsible for the action finally adopted. Nothing else is constitutionally possible, but those taking part in the advisory deliberations would be in no way bound to support anything contrary to the views they expressed.

The Government tried to secure a National effort to meet a special National emergency. The invitation was therefore not given in order to open up the ordinary party controversy, either on agriculture or unemployment, but rather to try and discover if, whilst continuing to advocate their own views, the parties would confer on the peculiar needs of the moment and see whether some action of a practical and perhaps a temporary kind could not be devised to alleviate the unfortunate conditions in which sections of our agriculturists and our industrialists find themselves owing to world causes. Your colleagues decline to consider the proposal to make this National effort. That is all in which for the moment I am interested.

Co-operation Essential.
Mr. Lloyd George, accepting the invitations to both conferences, said, "The economic condition of the country is such that I am convinced that inter-party co-operation is necessary if we are to take the action necessary to put agriculture on its feet again and to reduce unemployment to its normal proportions. The proposals of the Premier which have been proved abortive were that representatives of the Opposition parties should confer with a committee of Ministers specially appointed for the purpose."

AUSTRALIA FLIGHT.

YOUNG AIRMEN MAKE LANDING IN BURMA.

HINKLER'S MECHANIC.

Rangoon, Yesterday.
The young airmen, Hook and Matthews, who are on a flight to Australia, have arrived at Akyab, a seaport town of Burma, at the mouth of the Kuladan River, in 20° 7' N.—Reuter.

[Matthews was formerly mechanic to Bert Hinkler, and flew with him to Australia in February, 1928, in an "Avian" light plane. Hook has been described as a "wealthy young man," who is keen on fostering long-distance aviation. They started their flight from Lympe Aerodrome, Kent, early last month, in great secrecy.

A Reuter cable dated July 1 stated: The British airmen Hook and Matthews, who took off for Calcutta yesterday morning, but were forced to return owing to strong headwinds, have been further delayed, owing to a leakage in the petrol tank.]

EXCITED AIRMAN.

MR. FOKKER DOES ACROBATICS IN THE AIR.

FINED \$500 FOR IT!

New York, Yesterday.
Mr. Anthony Fokker, the famous designer of Captain Kingsford Smith's Southern Cross, was so flustered to see the heavy laden Southern Cross so easily take off that he jumped into a small sports plane with a woman friend and went through a series of acrobatics. He was arrested and fined \$500 for flying without a licence. He paid the fine, passed medical flying tests and secured a licence. He has been flying for the past 20 years, and has never yet held a licence.—Reuter's American Service.

Our Sports Diary

LOCAL

Lawn Tennis—Saturday—
"C" Division—Nippon Club v. H.K.C.C., S.C.A.A. v. K.I.T.C., I.R.C. v. German Club.
Racing—September 27—
Seventh Extra Race Meeting.
October 10 and 11—Eighth Extra Race Meeting.
Lawn Bowls—Saturday—
1st Division—Police R.C. v. Civil Service C.C.; Kowloon Dock R.C. v. K.C.C.; C.C.C. v. K.B.C.C.; Tai-koo R.C. v. Club de Recrelo; 2nd Division—Recrelo v. Tai-koo R.C.; Kowloon B.G.C. v. C.C.C.; C.S.C.C. v. Yacht Club; K.C.C. v. Electric R.C.
Swimming—Saturday—2nd Night Fete, V.R.C.
Water Polo—Tomorrow—
First Division—R.A. v. Chinese Athletic; Second Division—12th Heavy Battery v. University.
Monday—1st Division—Kowloon S.C. v. Royal Navy; 2nd Division—Kowloon S.C. v. 12th Heavy Battery, R.A.
Football—Tuesday—Council Meeting, Association Offices, 6.30 p.m.

HOME

Cricket—July 7-9—Oxford v. Cambridge.
July 11-15—Third Test Match, Leeds.
July 25-29—Fourth Test Match, Manchester.
Tennis—To-day to July 5—Championships, Wimbledon.
Rowing—To-day to Saturday—Henley Regatta.
Athletics—July 4-5—Amateur Open World Championship, Stamford Bridge.
Racing—July 18—Eclipse Stakes, Sandown.
July 29—Stewards' Cup, Goodwood.
July 30—Goodwood Stakes, Goodwood.
July 31—Goodwood Cup, Goodwood.

TENNIS.

CLUB DE RECREO'S VICTORY.

The Club de Recrelo visited the South China A.A. and won by the odd set in a "C" division match.
Mixed Doubles.
Playing on the "Recrelo" ground, the Kowloon C.C. beat the home team by seven sets to two.

Two or three advisers, not necessarily members of Parliament, should accompany the Opposition leaders; that executive officers of the Government should attend; and that the conferences should be advisory and not executive.—British Wireless Service.

FINLAND POLITICS.

DEMOCRATS FORCE CABINET TO RESIGN.

BAN ON "RED" PRESS.

Helsingfors, Yesterday.
A special session of the Diet approved by 112 votes to 69 the Government's measures to prevent the printing of Communist newspapers. Social Democrats have opposed the measures, and the Government has resigned in order to allow the formation of a Government on a wider basis.—Reuter.

STRIKE IN BERLIN.

TROUBLE CAUSED BY WAGES REDUCTIONS.

KRUPPS MEN OUT.

Berlin, Yesterday.
Fifty thousand metal workers are restless over the enforcement of wage reductions. Strikes have been declared in several centres, involving the Phoenix and Krupp Works. The Metal Workers' Union announce that funds are sufficient for a long stoppage.—Reuter.

"JOURNEY'S END."

FINE ACTING BY SALISBURY COMPANY.

The Salisbury Company presented R. C. Sherriff's "Journey's End" to a crowded house at the Star Theatre last night. Everybody has read the story, and "Journey's End" has been produced as a talking film in London.

This play is always a success, and last night's show was no exception to the rule. Realistic was the officers' dug out, which provided the scenery in all the acts, and the lighting and bombing were executed with skill and with verve.

The acting was splendid and, in every sense of the word, brilliant. Mr. J. Grant Anderson was outstanding, his descriptive phrases being very amusing. Mr. Edgar Owen and Mr. John Mills were good, as was Mr. Kenneth Birrell. As the funk, Mr. Ronald Brantford gave some polished character acting. Mr. James Grant and Mr. Ronald Paget assisted with the success of the play.

To-night the Company is giving "When Knights Were Bold" in which Mr. Dick Barby takes the role of the Dean at short notice.

Ten Years Ago.

[From the "China Mail" July 3, 1920.]

To-day's dollar is worth 3/7½d.

The story goes that a local policeman grew very deaf, too deaf, for efficient police duty, and that because he didn't want to retire on pension yet, they made him a jail warder. We can imagine circumstances at the jail in which the deafness of a warder might be undesirable, but there you are—this is Hong Kong, where things are not what they seem, and skim milk masquerades as cream. We have got more round posts in square holes here than has any other place in the world.

Ten Years Hence.

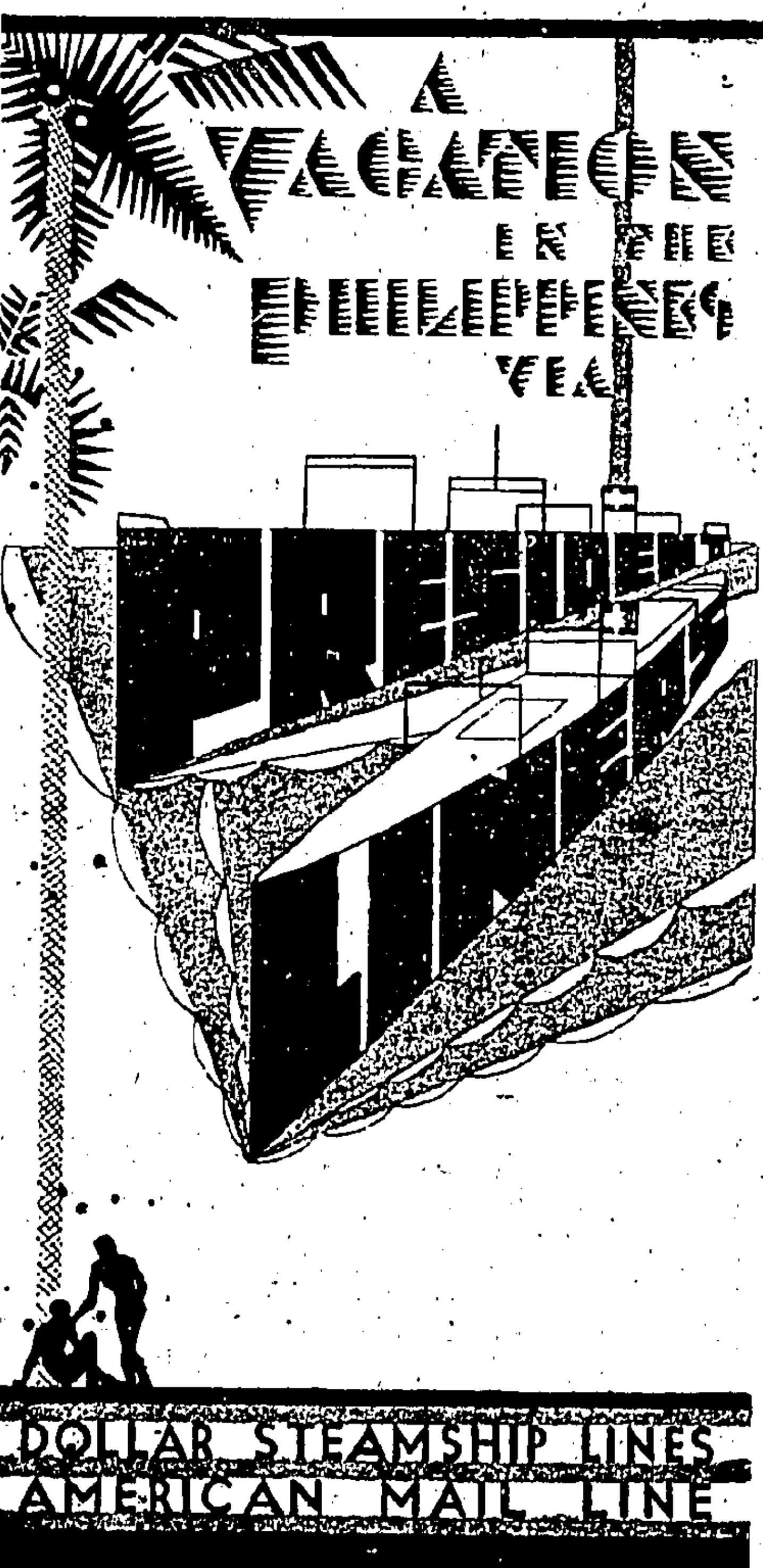
[From the "China Mail" July 3, 1940.]

At the first annual meeting of the Salkung Building Society it was reported that the first European bungalow was drawn for by members and allocated to the members of a well-known mess on the Peak. It was forecast that five years hence the Peak will be denuded of Europeans and transformed into a Zoo.

The statutory meeting of shareholders in the Harbour Tunnel Company, Limited, was to have been held this morning, but there was no quorum and the meeting adjourned sine die.

Lord Beaverbrook and Lord Rothermere, who are touring the Orient in search of newspapers for sale, were the guests at the Hong Kong Club of members of the Journalists' Association.

The new Puisse Judge appointed to deal with all cases at the Marine Court took his seat for the first time this morning and was welcomed by the Harbour Master.



NEW PRICE LIST

Customers are requested to apply for our new price list which comes into force on 1st July 1930.

The Dairy Farm Ice & Cold Storage Co., Ltd.

STAR

COMMENCING MONDAY.

THE GREATEST MYSTERY SHOW EVER IN HONG KONG

THE GREAT MAGICIAN
NICOLA

BEAUTIFUL GIRLS—MUSIC—MYSTERY—COMEDY
1,000 NOVELTIES
150 OF GORGEOUS
1500 SURPRISES
150 TONS OF SCENERY AND EQUIPMENT
150 STARTLING ILLUSIONS
A GORGEOUS REVUE OF INTERNATIONAL WONDERS

UNIFIED COLONIAL SERVICE.

Promotion on Merit to the Higher Posts.

A REVOLUTIONARY PROPOSAL.

Far-reaching recommendations are contained in the report of the Committee, appointed by Mr. L. S. Amery in April, 1929, to consider the system of appointment in the Colonial Office and the Colonial Services.

The most important suggestions made are:—

(1).—That a single Colonial Service should be created and that, within this larger whole, unified special services should be organized with the necessary degree of assimilation of the terms of service in the separate Dependencies. Under the new system any Colonial officer would be liable to be called upon to serve in any part of the Colonial Empire.

(2).—That, in the selection of Governors, prior consideration should be given to the suitability of officers holding high offices in the Colonial Services.

(3).—That the long salary scale system should be retained, but that, above some middle point in the scale, a number of posts of suitable importance should be designated as higher-grade posts to be filled by selection on the sole basis of merit from among all officers on the scale, whether in the upper or lower half.

(4).—That every encouragement should be given to the fullest interchange in practice between the Secretariat and the rest of the administrative staff in a Dependency.

INADEQUATE SALARIES OF ENGINEERS.

The most sensational suggestion which the report contains is that for the unification of the Colonial Services. In this connection the Committee states:—

The proposals which we make involve in the first place the recognition of a single Colonial Service, and in the second place, within this larger whole, the unification of special services such as agriculture, medicine, education, etc.

It is an issue of the very first importance from the point of view of Colonial development. Much of the information on which it rests cannot be present in the minds of Governors or their advisers overseas, since it relates particularly to questions of home recruitment, and to the difficulties of individual Colonies. It is therefore a project, which can best be promoted from home, and in which the Colonial Office must naturally take the initiative.

Unification does not, as we have already suggested, necessarily involve undue interference with the local staff in any Colony. The Colonial Audit Service is an example of a service which calls for virtually no interference in practice with the Governor's control of the staff of his administration.

Nor is a provision of central funds an essential first stage, though some scheme of related salary scales would be involved, and would, in certain instances, we think, require an inconsiderable revision of existing salary schemes in particular Dependencies. Similarly, some assimilation of other terms of service would be needed, such as leave and passage conditions, and in particular, the grant of free passages to officers on transfer.

The terms of future appointments would have to provide that appointment would be to the Colonial Service in one of its particular branches for duty in the first instance in a territory stated, but with a liability to serve in future anywhere within the Colonial Empire.

We recommend that this considered proposal be brought to the notice of the Governors and other Colonial representatives for discussion at the forthcoming Colonial Office Conference. The support of the overseas Governments is, we recognize, essential if the project is to be launched under conditions favourable to its success. Thereafter a committee should, we suggest, be appointed to draw up a complete and detailed scheme for each branch of service, together with the general and special regulations which would be required to bring the new policy into effect.

The Case for Unification. In the course of Part III. of the report, which deals exclusively with this question of a unified Colonial service, the Committee says:—

At nearly every stage of our inquiry we have been faced with the difficulties arising out of the independence of each Colony's Service and the lack of a central control securing a reasonable relation between the salary schemes and other terms of service in the different administrations, except in respect of certain services regionally grouped. The general situation is that, in the past, each territory has set up its own distinct Service, and, subject to the approval of the Colonial Office, has laid down its own terms for its own staff.

From time to time a successful effort has been made to co-ordinate, to some extent, the terms of service in neighbouring Colonies, for instance in the West African and the East African groups. In the Straits Settlements and the Malay States, too, there has been introduced an increasing element

of combined Services for the whole of Malaya.

The question of creating a general Colonial Service was discussed at the instance of Mr. Joseph Chamberlain in 1899, but the project was allowed to lapse in the face of the obstacles which presented themselves. In his view, at that time, the principal obstacle seemed to be the severity of the tropical climate in certain Dependencies, which made it impracticable to include those Territories within a single Colonial Service the members of which would have to accept the liability of serving in any region.

In the last 30 years, however, the advance in the science of tropical medicine and in the provision of sanitary services in West Africa has effected nothing less than a revolution in the resisting power of Europeans to climatic conditions.

Since the War the rapid development of the scientific services has brought especially into prominence the urgency and difficulty of recruiting the increased specialist staff required, and a series of Committees on individual branches of the Services have pressed for a more rational organization of the Colonial Services.

The report then deals, at some length, with steps which have been taken, or proposals which have been made, for the unification (either throughout the Colonial Empire or within limited territories) of the medical, veterinary, and agricultural services.

Colonial Office Conference. It also quotes the following extract from the published summary of proceedings of the Colonial Office Conference (1927):—

... there was a widespread feeling in many Dependencies, and particularly in the smaller Colonies, that in present circumstances, owing to the fact that there was no unified Colonial Service, officers, particularly in the scientific and technical branches, laboured under serious disabilities in the matter of transfers and had in many cases few or no prospects of ultimate promotion.

The prevalent opinion was succinctly set out in the following extract from one of the memoranda:—

"While co-ordination of political machinery in the non-self-governing Colonies is manifestly impracticable and doubtfully desirable, there would seem to be considerable scope for closer co-ordination in the administrative system; not so much in matter of procedure but in respect of the higher personnel of the local Administrations in all departments, administrative and technical. Individual Colonies tend to become watertight compartments: the business of Government is conducted in a well-worn groove; there is not sufficient diffusion of experience and specialized knowledge to secure the steady development of this group of units as a whole. Transfers of officers seem to be opportunistic rather than systematic. The poorer Colonies have no regular facilities for calling for the advice of visiting experts in matters in which they cannot afford to employ a full-time man. Officers in the technical services in particular feel themselves hemmed in by local influences and may often be succumbed to them. They are out of touch with their colleagues in other Colonies, and there is little to promote inter-Colonial esprit de corps or a sense of Empire service. The general atmosphere in the Colonies is provincial rather than Imperial."

(To Be Continued.)

WATER SUPPLY.

VERY SLIGHT DECREASES IN A WEEK.

CONSUMPTION AGAIN UP.

The total storage in the island reservoirs on Monday, June 30, amounted to 1,156.40 million gallons, showing a decrease of 26.40 million gallons during the past week. The amount collected from streams was 28.94 million gallons. The week's consumption amounted to 76.63 million gallons which included 21.29 million gallons from the Shing Mun supply.

Position in Kowloon. The total storage in the mainland reservoirs on Monday, June 30, amounted to 395.79 million gallons, showing a decrease of 2.15 million gallons during the past week.

The week's consumption amounted to 32.75 million gallons, not including Hong Kong supplies and 2.28 million gallons supplied to water boats at Laichikok.

The yield from the Shing Mun River and streams during the week was 54.17 million gallons.

Storage. The following shows the amount in storage (million gallons) on the dates named:—

	Hong Kong	Mainland
1929		
Apr. 22	323.38	136.81
May 6	311.72	121.65
June 3	237.90	87.90
17	192.75	30.51
July 8	157.79	105.52
Aug. 5	125.18	438.58
Sept. 2	187.13	467.90
Oct. 7	188.13	514.98
Nov. 4	189.58	514.94
Dec. 2	151.40	496.54
1930		
Jan. 6	127.77	458.59
13	123.50	450.51
20	118.37	438.87
27	114.65	432.88
Feb. 3	107.65	430.14
10	105.88	424.90
17	101.11	419.89
24	96.42	406.65
Mar. 3	91.10	392.64
10	87.26	388.88
17	82.87	376.50
24	78.17	370.37
31	77.69	420.65
Apr. 7	74.71	428.95
14	70.97	410.74
21	67.16	395.63
28	64.57	388.41
May 5	60.86	366.90
12	58.67	364.08
19	54.04	348.16
26	62.19	324.29
June 2	60.17	292.48
9	60.68	335.05
16	158.87	378.83
23	159.20	397.04
30	156.40	371.79
* Lowest for 1929 in Kowloon.		
† Lowest for 1929 in Island.		

Consumption. The following figures show the weekly consumption (million gallons) on the dates mentioned:—

	Hong Kong	Mainland
1929		
Apr. 22	25.65	30.76
May 6	33.03	27.17
June 3	27.48	24.86
17	27.14	11.08
July 8	27.21	20.71
22	28.32	23.28
Aug. 5	31.85	25.17
19	30.88	25.15
Sept. 2	58.41	28.67
Oct. 7	54.90	26.70
Nov. 4	54.22	26.81
Dec. 2	46.90	26.54
1930		
Jan. 6	46.91	25.33
13	45.60	24.17
20	47.10	25.47
27	47.10	25.21
Feb. 3	50.75	23.74
10	44.71	23.71
17	45.11	24.80
24	46.69	23.22
Mar. 3	48.87	20.88
10	46.71	24.98
17	47.82	26.40
24	48.84	26.26
Apr. 7	50.43	25.64
14	49.66	25.15
21	55.87	28.89
28	55.64	28.62
May 5	56.68	28.54
12	61.77	29.10
19	62.97	30.24
26	61.4	30.95
June 2	67.97	31.57
9	62.74	30.77
16	67.59	31.45
23	71.65	31.15
30	76.93	32.75
* Highest in Kowloon during period of publication of weekly reports.		
† Lowest in Kowloon recorded in 1929.		
‡ Highest in Island in 1929.		
§ Including first supply from Shing Mun.		

NICOLA.

MAN OF MYSTERY COMING TO STAR.

Nicola, who opens at the Star Theatre next week, will present what is said to be one of the most stupendous as well as the most remarkable entertainments that has ever been seen in this Colony. He has just completed his fifth tour of the world and everywhere he has been acclaimed as the supreme master of Magic.

Over 60 tons of gorgeous paraphernalia, scenery and effects are used in this entertainment, and the attractions presented are wonderfully diversified and well calculated to suit the tastes of all theatre-goers.

Booking arrangements are now ready and plans may be seen at Mouton's and the Star Theatre, Kowloon.

ROUND THE CINEMAS

TEAKWOOD FURNITURE USED IN "13TH CHAIR."

ITS ACOUSTIC QUALITIES.

The perfect acoustic furniture has been discovered.

Teakwood chair and tables, almost as heavy as iron, the wood of which is the densest known, are used in the settings of "The 13th Chair," Tod Browning's first, all-talking picture for Metro-Goldwyn-Mayer. So perfect are its natural acoustic properties that echoes or "kick-backs" have been practically eliminated.

As a result, it is possible that teakwood panels as backings for sets may be developed as a new and more reliable form of acoustic set treatment, according to the director.

The picture, which is showing at the Queen's Theatre, is a vivid mystery drama of India. Its cast includes Margaret Wycherly, famous stage star, in the role she played in the stage presentation of the drama, Conrad Nagel, Lella Hyams, Mary Forbes, Holmes Herbert, Moon Carroll, Cyril Chadwick, and Helene Millard.

"HAPPY DAYS."

Tom Patricola, eccentric dancer and comedian, has appeared in seven Fox Movietone productions since he deserted the lights of Broadway to embark on an all-talking picture career. He has enacted roles in "Words and Music," "Married in Hollywood," "The 3 Sisters," "Tommy," "Frozen Justice" and "Happy Days," all in the space of a little more than six months.

"Happy Days," all star, all talking musical romance, will be shown on Sunday at the Queen's Theatre.

"THE COCONUTS."

Fraising "The Coconuts" is like giving an endorsement to June sunshine. Beyond question, it represents one of the greatest accomplishments of the talking screen.

"The Coconuts" which will open a seven days run at the Central Theatre beginning to-day, is the first film musical comedy as such. Here is the method of musical comedy brought to the screen, all-talking, all-singing, all-dancing, all-laughing. If the lovers have a song in mind when they are in conversation, they sing it. If the chorus feels like interrupting the action with one of their dances, they skip right out. And through it all, the Marx Bros., the world's four funniest men, the most high-powered and popular comedy team on the Broadway stage, twist a gay thread of laughter.

"The Coconuts" is the Marx Brothers' great stage hit which played in New York for one year. The music was composed for the original stage show by the king of composers, Irving Berlin.

Berlin added a new theme song "When My Dreams Come True," for the screen presentation; and Oscar Shaw and Mary Eaton, in the romantic lead sing this tuneful melody.

The setting is the picturesque seacoast of Florida, reproduced with lavish beauty and boundless

TRADE BETWEEN AUSTRALIA AND CHINA.

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NOTICE.

NEW SHARE ISSUE.

SHARE CERTIFICATES will be ready for issue on 7th July, 1930, and may be obtained on application at the Company's Office (Shares Transfer Department), No. 27, The Bund, Shanghai, in exchange for Bankers' Receipts. Scrip which has been split to suit the convenience of allottees (or their nominees) will be charged for at the rate of one Tael per Certificate. All other Scrip issued free.

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JARDINE, MATHESON & CO., LTD., General Managers. Shanghai, 26th June, 1930.

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"CABLE & WIRELESS."

BIG SLUMP IN SHARE VALUES.

ADVERSE FACTORS.

London, Yesterday. A recent pronounced fall in "Cables and Wireless," the great holding concern of cable and wireless shares, received a fresh impetus on the Stock Exchange to-day when it was learned that no dividend was to be paid on £29,000,000 of the ordinary capital.

The "A" shares (seven and a half per cent. non-cumulative) which were 90½ last year slumped to 30. The "B" shares (which rank after) which were 104 last year are now quoted at eleven only.

The five and a half per cent. cumulative preference shares, on which a dividend has been paid, have nevertheless weakened.

The factors which have adversely affected the company have been the Wall Street collapse in October, and the British Government's decision to conduct overseas wireless telephony through the Post Office instead of through the Imperial Communications beam stations.

Imperial Communications, Limited, anticipate a sharp contraction of profits in the current year. The net figure is not expected to exceed £600,000, or less than half the 1928-9 rate.

Reorganisation, accompanied by substantial working economies, is proceeding.

The Marconi Company accounts, also issued, show that shareholders therein who refused to exchange their holdings for Cable and Wireless shares, benefited considerably in dividends. Reuter.

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Sport Columns

A CRITICISM OF THE ENGLAND XI.

A Suggestion for the Third Test.

VALUE OF ATTACK.

[By "Second Slip."]
The second Test has been played and lost, and we know it is useless to cry over spilt milk, but a brief resume of the game may bring to light some items of interest.

First of all, the unwarranted exclusion of K. S. Duleepinji from the eleven that did service at Trent Bridge received its reward when the young Indian scored a brilliant century, breaking the Lord's record and placing England in a seemingly impregnable position—all on his first appearance in Test cricket.

There were many surprises in the team for the first Test, but the biggest one was the exclusion of "Duleep," who is one of the best of younger England, and a worthy successor to Wally Hammond. He had achieved distinction before that game, yet he was omitted. England won, it is true, but not by so many runs as to experiment by condescending to invite "Duleep" to attend the Lord's Test. If he had played at Trent Bridge, England might have inflicted such a crushing defeat that the Australians might have realised their weakness and tried a few changes in their team. Instead of which the boot was on the other foot, and England changed her team, and not entirely was this due to the absence of Sutcliffe and Larwood. Duleepinji proved his worth, scoring 173 and 48, a debut of which he may quite justifiably be proud, but did G. O. Allen and J. C. White justify their inclusion? It is true that Allen scored 57 and helped Chapman to put on 115 runs for the sixth wicket at a critical stage. But then Allen is considered a first-class fast bowler and yet he took no wickets for 115 runs. England needed a strengthening of her attack, and Allen failed in this department. White was the most successful bowler in Australia's first innings but at what a cost! Three wickets for 158 runs is not good enough for Test cricket.

The reader will at once ask: "Well, who else is there to play that is better?" That question is hard enough to answer, but I am convinced that if a side is weak in bowling and strong in batting it will always come off the worse. The batting strength with Hobbs, Sutcliffe, Hammond, Hendren and Chapman is admirable. Duckworth is certainly a wonderful wicket keeper, considering he allowed but 19 extras out of a total of 729. That leaves five vacancies, which should be filled by the best bowlers in the different classes, regardless of their batting ability. Maurice Tate would certainly warrant inclusion, as also Larwood. Two places remain and call for two slow bowlers and a medium paced bowler. The former vacancies could quite rightly be given to Freeman and Robins and the latter to young Voce of the champion county. He has not yet been given his great opportunity, which he fully deserves after the last winter tour.

With these two alterations I feel sure that the Australians would not make any more record scores, 250 being an estimate of their value against this strong attack aided by Hammond. Should Sutcliffe be fit for the Test at Leeds, Woolley would have to be dropped, even though his figures in the last match were better than Hendren's. The selectors always know best, and we shall be able to tell who will win the match as soon as the team is published. Thank goodness Hobbs and Sutcliffe force themselves to be selected.

BASEBALL.

RESULTS IN AMERICAN LEAGUES.

New York, Yesterday.
Ten matches were decided yesterday; the results of which are:

National League.	Score
St. Louis 5 Brooklyn 6	
Pittsburgh 4 Boston 6	
Chicago 8 New York 9	

American League.	Score
New York 5 Chicago 1	

[In the re-play Chicago trounced New York by 15 to 4.]

Washington 5 St. Louis 4	Philadelphia 3 Detroit 4
Boston 5 Cleveland 4 <td></td>	

Replayed, Philadelphia beat Detroit by 7 to 2, and Washington scored 5 against St. Louis 3.

League's American Service.

AUSTRALIANS AT BRADFORD.

No Record Score Against Yorkshire.

PONSFORD'S CENTURY.

London, Yesterday.
After their success in the second Test, the Australians travelled to Bradford, where they engaged with the county for the second time. Taking first knock, the Australians compiled 204.9 before the close of play. W. H. Ponsford was largely responsible for this total, scoring 149, almost half the score.

Australians: 294-9 (W. H. Ponsford 149). —Reuter.

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CRICKET ARTICLES

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The China Mail

every

WEDNESDAY AND SATURDAY.

CALCUTTA SWEEP.

PRIZES TO HORSES LEFT AFTER THIRD SCRATCHING ONLY.

PRIZES JUMP TO £1,000.

Calcutta, Yesterday.
The Stewards of the Turf Club at a meeting on Monday, decided that the prizes in the sweep shall be awarded only to horses left after the third scratching. Instead of those left after the second scratching.

This decision has been reached with the object of increasing the prizes for starters and non-starters. In previous years prizes were awarded for horses left after the second scratching. This departure from precedent is due to the discovery that the prizes for starters and non-starters could not exceed £75. They will now be £1,000. —Reuter.

HENLEY REGATTA.

PAGEANT OF COLOUR AT THAMES EVENT.

AMERICAN VICTORIES.

London, Yesterday.
The historic regatta on the River Thames at Henley opened with the customary pageant of colour to-day.

This year's races are more than usually interesting in view of the strong challenges from foreign countries. This is particularly marked in the Thames Cup race, in which Americans are keenly endeavouring to hold up their victory of last year, when Brown and Nichols School, U.S.A., beat the Thames R.C. by 7 min. 28 secs.

The First Heats.

The results of the first heats rowed to-day are:

Kent School (America) beat Sidney Sussex College, Cambridge, by two lengths and a half. Time: 7 mins. 49 secs.

Princeton University (U.S.A.) beat Twickenham by a length. Time: 7 mins. 47 secs.

WATER POLO.

SOMERSET'S HOLLOW VICTORY.

The Somerset Light Infantry water polo team scored a hollow victory yesterday when opposing the C.B.C. Early got seven goals, his combination with Howard being outstanding. The final result was nine goals to nil in favour of the soldiers.

In a Second Division game the Fukien club defeated the Somersets by two goals to nil, scoring one in each half.

FOOTBALL.

MEETING OF ASSOCIATION'S COUNCIL.

A meeting of the Council will be held in the Association Offices, 4th floor, French Bank Buildings, at 6.30 p.m. on Tuesday.

The business includes the election of an Appeals Board, Emergency Committee, League Management Committee and Referees Committee.

PUBLIC AND PRIVATE LOTTERIES.

(Continued from Page 4.)

bosom friend or merely as a member of the public?—No, sir, I am not a close friend.

Do you consider, then, that the ticket was sold to you in the capacity of a friend?—Yes, as a friend.

Or merely as a member of the public?—Yes, as a friend.

Cross-examined by Mr. Braddell, witness said he made his living by "selling things." He was a hawk.

He went round Chinese town and sold things to them, and made a few cents profit. He had known the accused three years.

Mr. Braddell: And you borrowed money from him at times when you were hard up?—Yes, two or three dollars.

I have an I.O.U. here for \$5.—I have never given any receipts.

Well you have made a mistake this time. Does not this I.O.U. belong to you?—Yes, that is right.

He does help you then?—Yes.

And when you asked him to take a ticket for you in the sweepstake, with a chance of becoming a rich man some time, he did not hesitate to help you then?—No.

You say you went to his shop on April 23 and asked him to buy you a ticket?—I never asked him. He promised me one.

All right then. On March 23 he promised you a ticket?—Yes.

Then you went off to Mr. Tongue in the hope that you would get half the fine imposed?—Yes (after some hesitation).

You went back on May 1 and planted a marked \$5 note on him?—Yes.

Mr. Braddell: Well, I hope you are proud of it.

You used to be a detective, didn't you?—Yes.

I put it to you that nothing was said about "ten per cent."—He did say it.

Did he ask you to sign any document?—No.

He trusted you on your general appearance to pay him ten per cent?—No. He would draw the money, and then deduct the ten per cent.

Re-examined witness said he did not inform the police until May 1. Mr. Braddell raised no objection to Mr. Pedlow's application to call the second accused as a witness for the Crown under the powers conferred by section 18 of Ordinance 45.

In evidence, the second accused said he was an employee of the first accused. He was only 19 years of age (Chinese reckoning). He was not a member of the Turf Club.

He admitted having some numbers written down in his pocket-book. He was told they referred to numbers in a lottery. His employer told him that.

Cross-examined, he said he swept up the business premises of the first accused's shop, and made tea for him. He received \$15 a month wages.

(Continued on Page 5.)

You And Your Wife
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To Build Up Your Strength and
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Throughout the Hot Season.

At this time of year in the Far East, when the enervating heat is close at hand, if not already upon us, everybody is the better for a tonic.

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Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From	Per
THURSDAY, JULY 3.	
Japan via Suez (Letters and papers, London, June 5 and parcels, May 29) ...	Tjilliwong.
Europe via Suez (Letters and papers, London, June 5 and parcels, May 29) ...	Kalyan
Japan (Vancouver B.C. June 12) and ...	Shirala
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C. June 12) and ...	Emp. of Canada.
FRIDAY, JULY 4.	
Japan, Shanghai & Europe via Siberia (London, June 14) ...	Karmala.
U.S.A., Canada, Japan and Shanghai (Seattle, June 14) ...	President Pierce
SATURDAY, JULY 5.	
Shanghai and Swatow ...	Shantung.
Java ...	Tjisaroen.
SUNDAY, JULY 6.	
Calcutta and Straits ...	Yuen Sang
MANILA, JULY 7.	
Manila ...	President Madison
Australia and Manila ...	Nellore.
TUESDAY, JULY 8.	
Straits ...	Cremer.

OUTWARD MAILS

For	Per
THURSDAY, JULY 3.	
Samshui & Wuchow ...	Tai Hing 4 p.m.
Parcels for Germany via Hamburg and Manila ...	Ermland 4.30 p.m.
FRIDAY, JULY 4.	
Holhow ...	Kwelyang 11.30 a.m.
Straits and Calcutta ...	Shirala
Parcel ...	July 4, Noon.
Letters ...	1 p.m.
Manila, Australia (except places South of Townsville) and New Zealand via Thursday Island ...	St. Albans
Due Thursday Island July 19.)	Parcels ... Noon.
Registration ...	1.45 p.m.
Letters ...	2.30 p.m.
Swatow, Amoy & Foochow ...	Halyang 1 p.m.
Shanghai and Europe via Siberia	Kalyan 1.30 p.m.
Haiiphong ...	Canton 2 p.m.
Manila ...	Emp. of Canada 3.30 p.m.
Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C. ...	Siberia Maru
(Due Victoria, B.C. July 26.)	Registration ... July 4, 4.15 p.m.
Letters ...	5 p.m.
Shanghai and Europe via Siberia	Siberia Maru
Registration ...	July 4, 5 p.m.
Letters ...	6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles ...	Karmala
(Due Marseilles, Aug. 3.)	G.P.O.
K.P.O.	
Parcels ...	July 4, 4.30 p.m.
Registration ...	July 5, 9 a.m.
Letters ...	10 a.m.
SATURDAY, JULY 5.	
Manila, Australia and New Zealand via Brisbane ...	Brisbane Maru
(Due Brisbane July 19.)	Registration ... 4.15 p.m.
Letters ...	5 p.m.
Manila ...	President Pierce 4.30 p.m.

*Superscribed correspondence only.

PUBLIC AND PRIVATE LOTTERIES.

(Continued from Page 8)

Mr. Braddell: Did the accused ever give you any tickets in the Turf Club sweep stake?—No, he gave me numbers.

Did any of the other employees get any tickets given to them?—I don't know.

Did you actually pay him any money?—No.

Do you remember being given a \$2 chance in any share of some tickets?—Yes.

Accused had five tickets which were divided amongst a whole lot of people, who were children and employees, and a whole lot of people had shares in these tickets?—Yes. Did you pay \$2?—No.

Mr. Fiddow: At this stage, made an application to amend the second charge against the first accused so that it would read that he "sold or offered for sale or gave" lottery tickets.

This application was granted. This closed the case for the prosecution.

Case For The Defence.
Opening the case for the defence, Mr. Braddell submitted that no offence had been proved, and that it had been clearly proved that the lottery was a private one.

The Ordinance, as his honour was aware, was aimed not at gaming, but at gaming in a common gaming house and at public lotteries.

He then read a passage from a commentary on the Ordinance in extract of which is as follows: "The Ordinance was aimed not at gaming; but at gaming in a common gaming house and at public lotteries. Quoting from his Commentary Mr. Braddell read: As there seems to be a tendency to regard gaming, lotteries, and betting as matters repugnant per se to the law, it will be as well to see how the Common Law regards them. Gaming, by playing at cards, dice or any other games, when practised without fraud and as a recreation, is not an offence at Common Law. So, too, all wagers not against the principles of morality, public decency, or sound policy were held good at Common Law. Lastly, lotteries at common law are perfectly legal. Therefore gaming, betting and lotteries are not mala per se, and it will be seen that the first and last only are mala prohibita in this Colony; betting is legal. These facts are important to be borne in mind for, as the Common Gaming House Ordinance is the one which causes these things, legal in themselves, to be illegal, it is necessary to see that the Ordinance is kept well within its four walls and not extended under any mistaken idea that the mischief against which it is aimed are such as are repugnant generally to the law and not specially to this particular law."

Therefore, he said, betting was legal. Also once they had got to a private lottery they had something that was quite legal, and it would be admitted, he was quite sure, that the sweeps run by the Singapore and Selangor Turf Clubs were private lotteries, and, therefore, legal.

"A Legal Contract."
"Now suppose I, a member, take a chance in the Singapore Turf Club sweep stake," Mr. Braddell continued, "and I sell it for \$5. Suppose I win and take the whole prize and keep it. Then you get your answer to the question of the legality of this practice. Can you, who bought the ticket from me, sue me and recover the stake? If you can, there can be no offence in doing what this Towkay has done. If you cannot sue me, then it is not a legal contract, and it is an offence."

"If a member of the Club gets a ticket and sells it to a friend who is not a member, and then takes the winnings and will not pay his friend, the friend can take him to the Supreme Court, and the member must lose his case. The judge will give judgment against the member, and that shows that the transaction is a legal contract. Otherwise it could not be upheld by the Supreme Court."

Mr. Braddell then went on to cite a case which came before the Chief

Justice, Kuala Lumpur (Mr. Justice L. H. Elphinstone). It was a case in which Lim Lian Guah (a married woman) sued Lee Ah Queh and Lim Tian Hock. In that case the first defendant was a member of the Selangor Turf Club, and the plaintiff was not. The second defendant acted as her agent to get the ticket from the first defendant, and get the money if a prize was won.

A prize was won, and the defendant did not pay, and the plaintiff sued and was successful, getting judgment for the amount won. Her counsel were Mr. V. D. Knowles and Mr. Hastings, and Mr. Briggs was for the defence.

Mr. Knowles called Major Fox, the secretary of the Selangor Turf Club, and he gave almost the same evidence as Mr. Todd had given, and there were precisely the same conditions in that Club as there are in the Singapore Turf Club. Mr. Briggs took the point that the lottery was illegal. He said that the action was barred by law. He referred to the enactment in the F.M.S. in connection with public lotteries. The evidence in the case showed that it was a common practice for a member to obtain tickets for a friend. He submitted that the evidence thus showed that the public had access to the lottery.

Mr. Briggs's main submissions were that the plaintiff's object was to win money in a sweep to which the public had or might have access, and secondly her object was to obtain money through the purchase of a lottery ticket, and that act was forbidden by law.

The Chief Justice dealt with the case as law in contract, and the position of the parties, and having settled with that, he said: "On the evidence in this suit I hold that the sweep stake was not a lottery to which the public had access, and not a public lottery within the meaning of the enactment of 1912."

Mr. Braddell, continuing, said that was obviously good law, because if the fact that an outside person could buy a ticket from a member showed that the public had access to the lottery, then the lottery was illegal, and all the transactions of the Turf Club would be illegal. "Therefore," Mr. Braddell went on, "the president, committee and officials of the Singapore Turf Club would all be guilty of assisting in a public lottery, and your court would be full for about six months trying them."

"If I have established the point that the lottery is a private lottery, then I have established the point that the sale of a ticket in such a lottery is not illegal. Therefore, if the sale of one ticket is legal, the sale of a thousand tickets is equally legal. There is no virtue in numbers. If he had sold a thousand tickets it would be no different than if he had sold only one, for by doing a legal thing a thousand times it still remains legal. The submission is absurd that because an outside person may buy a ticket in a private lottery that by doing so he makes it a public lottery. You cannot so convert a private lottery into a public lottery, or otherwise you would not be able to have a private lottery."

His Lordship: Exactly, that is the whole trouble.

Mr. Braddell: What the law objects to are lotteries where there is the danger of cheating or damage. If the law likes to let the Turf Club hold these lotteries that is all right, and the Gambling Suppression Department cannot turn their private lottery into a public lottery by saying that some member has given his ticket to his servant. You cannot turn a private lottery into a public lottery. It must be either one or the other. If you can do so, then it is Mr. Todd, the secretary, who should be standing in the dock on a charge of managing a public lottery. You see the argument is nonsense. All these years the

Attorneys-General of this Colony, members of the Bar and the Gambling Suppression department have been working on the impression such as I have put to you, but now we are told that somebody can convert a private lottery into a public lottery by giving tickets to his employees and selling them to his friends. If that were so the whole of the Turf Club would be concerned. Five of the persons mentioned in the documents seized by Mr. Tongue when he raided the ac-

cused's shop are members of the Singapore Turf Club, and that fact disposes of any idea the witness Rahamin might have created about the others, besides himself, having agreed to pay the accused ten per cent. if they won. Would a member of the Turf Club agree to pay ten per cent. if he happened to buy the ticket in this way? I don't think you can say anything to that question but no. Any agreement of that sort would be absolutely useless unless he got a written contract, for the judgment of Justice Elphinstone would make it impossible for him to deduct it."

Mr. Braddell then referred to a case which he had seen in the newspapers which had recently taken place in Kuala Lumpur, in which Mr. Justice Farrer-Manby delivered judgment. They had not got the record of that case, but if the learned judge was correctly reported there was a good deal of what he had said, which, in all respect, he (Mr. Braddell) thought was in all events very arguable.

The hearing was adjourned until July 4.—Straits Times.

BOXING.**ABDOMINAL GUARDS FOR PUGILISTS.**

New York, Yesterday.
Henceforth a low or foul blow will not disqualify a boxer in New York State, whose Boxing Commission has decided that pugilists must henceforth wear abdominal guards.

A clause in a boxer's agreement will provide that a contest be not terminated by a foul blow.

This resolution is the result of a request by the managers of Sammy Mandell and Al Singer for a ruling to prevent their lightweight championship contest on July 17 ending on a foul.—Reuter's American Service.

RECORD RUNNER.

Vancouver, Yesterday.
Eddie Tolan, the Michigan runner, did the 100 metres in ten and one-fifth seconds, creating a world's record.—Reuter.

EXCHANGES**TO-DAY'S QUOTATIONS**

On London—	
Bank, wire	1/3
Bank, on demand	1/3
Bank, 4 months' sight	1/3 1/4
Credits, 4 months' sight	1/4
Documentary, 4 months' sight	1/4 1/4
On Paris—	
On demand	772 1/2
Credits, 4 months' sight	847 1/2
On New York—	
On demand	30 1/2
Credits, 60 days' sight	32
On Bombay—	
Wire	84
On demand	84
On Calcutta—	
Wire	84
On demand	84
On Singapore—	
On demand	54
On Manila—	
On demand	61
On Shanghai—	
On demand	Tails 82 1/2
Dollar	12 1/2 dis.
On Yokohama—	
Silver (per oz.)	15 9/16
Bar Silver in Hong Kong	2% dis.
Copper Cash	Nominal.
Copper Coins	3% prem.
Rate of Native Interest	4% p.a.
Chinese Sub. Coin	24% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	123.65
New York	4.36 7/32
Brussels	94.815
Geneva	25.075
Amsterdam	12.09
Milan	92.78
Berlin	20.885
Stockholm	18.10
Oslo	18.15
Copenhagen	18.165
Vienna	24.43
Prague	163 1/2

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 3rd July, 1930.

STOCK	Buyers	Sellers	Sales	Norm	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1630	...	...	...	Dec.	Final \$14 1/2 1929 for 1928, 1/17 1/2 1929-1930
Chartered Bank	10 1/2	...	...	...	Dec.	Final 7 1/2 bonus 1929 for 1928, 1/17 1/2 1929-1930
Mercantile Bk., A.B. & C.	...	...	...	28 1/2	Dec.	Final 2 1/2 1929 for 1928, 1/17 1/2 1929-1930
Bank of Asia	...	...	...	121	Dec.	88 for 1929
Insurance.						
Canton Ins.	...	...	...	350	Dec.	Final \$27 for 1929 for 1928, 1/17 1/2 1929-1930
Union Ins.	...	460	447 1/2	...	Dec.	Interim \$18 1/2 1929 for 1928, 1/17 1/2 1929-1930
China Underwriters	...	...	...	3	Dec.	Interim 2 1/2 1929 for 1928, 1/17 1/2 1929-1930
China Fire Ins.	400	...	...	...	Dec.	Final \$30 bonus 1929 for 1928, 1/17 1/2 1929-1930
H. K. Fire Ins.	...	...	...	355	Dec.	Interim \$3 1/2 1929 for 1928, 1/17 1/2 1929-1930
Shipping.						
Douglases	...	...	...	34	Dec.	Last dividend for 1929
H. K. Steamboats	...	25	...	...	Dec.	\$1.50 for 1929
Indo-China (Prel.)	...	...	...	43	Dec.	12 1/2 ex. 2 1/2 on preferred for 1928 and 1929
Shell Transports	...	...	...	40	Dec.	Last dividend for 1929
Union Waterboats	...	...	...	37 1/2	Dec.	1/17 1/2 for 1929
Mining.						
Benguet	...	...	...	8 1/2	Dec.	Interim 15 centavo 5/10 1929 for 1928, 1/17 1/2 1929-1930
Kailan Mining Ad. S.	...	...	...	31 1/2	June	Interim 15 centavo 5/10 1929 for 1928, 1/17 1/2 1929-1930
Langkat (Comb.) (Single)	...	...	...	9	Oct.	T. 0.50 for year 31-10-29
Shai Exploration	1.80	...	...	...	Dec.	None
Loans	...	...	...	...	Dec.	Last dividend for 1929
Rauba	...	...	...	28	Mar.	Final 1/4 1929 for 1928, 1/17 1/2 1929-1930
Tronoh Mines	...	...	...	31 1/2	Dec.	Interim 4 1/2 last tax
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks	...	174	...	...	Dec.	\$5 for 1929
H. K. & W. Docks	...	...	...	30	Dec.	Last dividend for 1929
China Dock	...	5 1/2	5.85	...	Dec.	Last dividend for 1929
Hongkong Dock	355	...	...	...	Dec.	Final 7 1/2 1929 for 1928, 1/17 1/2 1929-1930
N. Engineering	...	...	...	7 1/2	Dec.	T. 0.50 for 1929
Shanghai Docks	...	...	...	130	Apr.	T. 7.50 for year 30-4-29
Cotton Mills.						
Ewo Cottons	...	12 1/2	...	...	Dec.	Final T. 2 1/2 1929 for 1928, 1/17 1/2 1929-1930
Shanghai Cotton	...	...	...	80	(Apr. and Oct.)	(T. 2.25 old) for half year 1929-30
Zoong Sing	...	...	...	10	June	T. 0.40 for year 30-4-29
Lands, Hotels & Buildings.						
H. K. & S. Hotels	12.15	12.35	...	...	Dec.	50 cents for 1929
H. K. Lands	...	...	...	35	Dec.	Final \$2 1/2 1929 for 1928, 1/17 1/2 1929-1930
Shanghai Lands	285	...	...	...	Dec.	Final 7 1/2 1929 for 1928, 1/17 1/2 1929-1930
Humphreys	...	...	...	16.60	Dec.	80 cents for 1929
H. K. Realities	...	...	...	...	Dec.	Final 20 cents 1929 for 1928, 1/17 1/2 1929-1930
Chinese Estates	...	...	...	98	Feb.	\$1 for year 29-30
Public Utilities.						
H. K. Tramways	...	20 1/2	...	...	Dec.	Final 50 cents 1929 for 1928, 1/17 1/2 1929-1930
Peak Tram (old) (new)	...	12 1/2	...	...	Apr.	130 cts. on old for half year 1929-30
Star Ferry	...	...	...	...	Dec.	\$1 for 1929
China Light (old)	27.70	27.90	...	...	Sept.	10 cts. on new for 1929
H. K. Electric	...	...	...	...	Dec.	25 cts. 1929 for 1928, 1/17 1/2 1929-1930
Macao	...	...	...	33	Dec.	\$2.50 for 1929
Sandakan Lights	...	...	...	...	June	None
H. K. Telephone	...	...	...	...	Dec.	Final 10 cents 1929 for 1928, 1/17 1/2 1929-1930
China Buses	...	...	...	...	Dec.	T. 0.50 for 1929
S'por (Franchise) (Ord. 1/2)	...	10 1/2	...	...	Sept.	1/17 1/2 on preference shares Subject to income tax
Industrials.						
China Sugars	...	1	...	...	...	In Liquidation.
Malayan Sugars	...	...	...	37	Dec.	Pa. 5 for 1929
Cald. Macg. Ord.	...	...	...	11 1/2	Dec.	T. 6.25 7 months 1929
Canton Ice	...	...	...	3 1/2	July	None
Cement (comb.) (old) (new)	...	19.35	...	...	Dec.	10 cents on old for 1929
H. K. Ropes	...	10.60	10 1/2	...	Dec.	Last dividend for 1929
United Asbestos	...	...	...	...	...	None
Stores, &c.						
Dairy Farms	25.60	25.50	...	...	Dec.	\$1.50 for 1929
Watsons	...	...	...	12 1/2	Oct.	70 cents for year 31-10-29
Der A Wings	...	...	...	...	...	Last dividend for year 29-30
Lane Crawford	...	...	...	8.85	Feb.	\$2 for year 29-30
Mackintosh	...	18	...	...	Feb.	25 cents for year 29-30
Sinceres	...	...	...	11.80	...	25 cents for year 29-30
Wm. Powells	...	...	...	3.85	Feb.	25 cents for year 29-30
Miscellaneous.						
H. K. Amusement	...	37 1/2	...	...	Mar.	\$2.50 on Preferred for year 1929-30 on Deferred 21-2-29
H. K. Construction	...	...	...	1.90	Dec.	None
B. Ind. G. Bonds	...	...	...	...	...	Interest half yearly
H. K. Govt. Loans	...	...	...	...	...	None
Ch. Entertainment	...	...	...	...	...	None
Other.						
Helsingfors	193 1/2	...	...	...	...	Buenos Aires 39%
Madrid	41.50	...	...	...	...	Shanghai 1/6 1/4
Rio	5 1/2	...	...	...	...	Hong Kong 1/8 3/4
Lisbon	108.25	...	...	...	...	Yokohama 2/0 13/32
Athens	375	...	...	...	...	Silver Spot 15 9/16
Bucharest	818	...	...	...	...	Silver Forward 15 7/16
Bombay	1/5 13/16	...	...	...	...	—British Wireless Service.

MOTORISTS THIS IS YOUR PAGE

Marquette



BUILT
BY BUICK

66 FINE-CAR FEATURES

COMBINED ONLY IN MARQUETTE IN
THE \$1000 CLASS

It's pretty hard to catalogue a car like the Marquette—and give anything like a true idea of what you get in this car in the \$1000 class. This new six is such a revolutionary value that you've actually got to see and drive it to realize what a great car it is!

Just as an indication of the value, rare value—in this splendid new six—here are a few of more than 66 fine-car features that it embodies—features combined for the first time on a car in the \$1000 field.

Wheelbase 114 inches.
Closed Bodies by Fisher.
Non-glare Fisher VV type ventilating windshield.
New type mohair upholstery.
Spacious rear seat.
Adjustable front seat.
Remarkable power plant—67.5 brake horsepower.
Rubber engine mountings.
Thermostatically-controlled water cooling.
Full-crown one-piece fenders.
Chrome-plated cowl lights and cowl moulding.
Built-in bumper brackets integral with frame.

Running board fully bound, with no exposed screws.
Completely sealed engine.
Forced lubrication.
Lovejoy hydraulic shock absorbers, both front and rear.
Four-wheel internal-expanding brakes.
Adjustable steering wheel.
Hydrostatic gasoline gauge on dash.
Guide tilt-ray lamps.
A host of other extraordinary features that combine to make the Marquette America's most complete car in the \$1000 field.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Canadian Facilities Division of General Motors
McLaughlin-Buick, Ontario, Corp. Buick and Marquette Motor Cars

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

THE DRAGON MOTOR CAR CO., LTD

Telephone 30228.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

NEW WILLYS SIX.

Simplified Control Makes Operation Easy.

A striking example of the refinements in motor car design introduced by Willys-Overland is found in the arrangement of the controls to provide added space and freedom for the driver of the new Willys Six.

This is in line with the remarkable speed development of the Willys Six which has a high performance of over 70 miles an hour and a flashing acceleration that encourages rapid maneuvering in traffic and makes desirable the utmost simplicity and ease of operation.

The gear shift lever has been moved forward from the foot boards to the sloping toe board. This leaves the driver free to manipulate the foot brake, clutch and accelerator without the slightest interference.

The advantages of this system can readily be understood when it is considered that the car has an acceleration of from 0 to 60 miles in 21 seconds and a speed of 48 miles an hour in second, as well as rapid deceleration, due to the powerful four-wheel internal acting brakes.

The De Luxe Sedan and the Standard Sedan are "fitted to measure" by means of the adjustable front seat.

"Finger-Tip Control." Monroe two-way hydraulic shock eliminators and other features show Willys-Overland's effort to make driving as trouble-free and as natural as possible and explain, in a large degree, the wide public reception accorded the new car.

OLD CEREMONIES.

Aided By Modern Transportation.

Motor cars have in many ways penetrated the economic life of the East and are in use in areas where their very presence is incongruous with the ancient customs, habits and dress surrounding them. Seldom, however, do they penetrate the ancient ceremonial life itself.

However, in Sri Menanti, in the Federated Malay States, a Chevrolet chassis is taking part in the elaborate ceremonies of the Ruler.

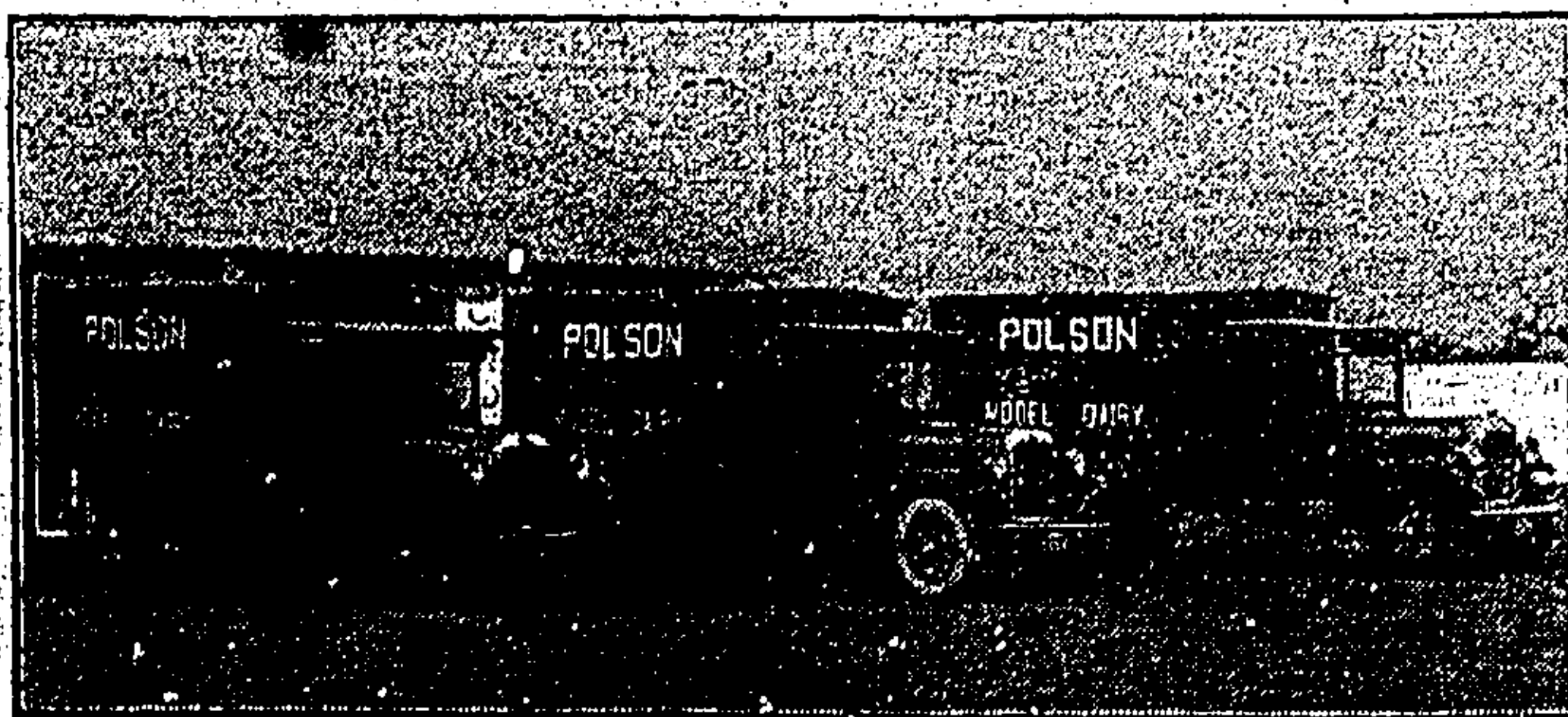
The old ceremonial vehicle used by His Highness, the Yang Dipur Tuan Besar of Negri Sembilan, was formerly pulled by eighty men.

Four wooden wheels were attached to the framework but no provision was made for negotiating corners. The result was that the whole carriage had to be lifted when a turn was necessary—and turns were numerous. Since corners had to be taken with dignity, modern ideas were brought to bear.

After consideration, it was decided to use a Chevrolet chassis, minus the engine. The chassis elected had more than 80,000 miles to its credit but was in such good condition that it admirably answered the purpose. The imposing vehicle now ambulates easily on rubber tyres and is steered by means of a tiller.

The Ruler who safely and gracefully negotiates turns in this ornate vehicle was chosen in 1898 by the heads of the states comprising the Malay Federation.

Trucks Serve Milk Industry.



Progress in the milk industry throughout the world brings with it the increasing use of the motor truck. The milk cart and the native peddler, distributing "nature's most valuable food" from "cows" and "goats" bags, etc., are rapidly being replaced by speedier, more sanitary and more modern methods. The fleet of Dodge Brothers trucks serving the model dairy operated by the Tolson Manufacturing Company of Bombay, India forms an example of the progressive methods being used in nearly every country. The attractive panel bodies mounted on these trucks were built by Bombay craftsmen.

FOUR SPEEDS.

Reasons for Trend Given by Engineer.

The four-speed internal-gear transmission has been with us now for over two years, and in the hands of many thousands of owner-drive all the world over but from the questions asked daily, it is evident that many engineers and still more, the general driving public, do not fully understand the advantages of the four-speed transmission.

Primarily, it makes usable and practicable a fast rear axle ratio. This is desirable because it slows down engine and propeller shaft speeds, making for economy of gas and oil, greatly lessened vibration troubles, quiet running, longer life for the engine and all related moving parts, better cooling, greater comfort for the occupants of the car, and particularly less fatigue and nervous strain for the driver on long trips.

The general effect in smoothness of operation and road performance may be determined by comparing two cars, one with four speeds, and the other with three. Consider a 4,000 pound three-speed car equipped by its manufacturer with a 4.8:1 axle and regarded as having excellent performance with that ratio.

At 65 miles (104.6 kilos.) per hour, the engine is going 3,500 r.p.m., and is considerably past the peak of the horsepower curve. With a 3.69:1 ratio (as used with the four-speed transmission) the engine at 65 miles (104.6 kilos.) an hour is doing only 2,700 r.p.m., the peak of the horsepower has not been reached, and the torque curve has dropped only a little.

For hill climbing, heavy going in snow or sand, and for acceleration, the direct drive of three-speed transmission should be compared with the third of the four-speed transmission. The results in car performance are astonishing especially after the cars have been in service a little while and have lost an appreciable measure of their original ability.

Easy Shifting Procured.

In order to get the most out of any transmission, but especially out of a four-speed transmission, the shift between the two top speeds should be very sure and easy. For years inventors have been trying to find an easy shift, and while there has been some success in this direction, these devices are usually impractical for manufacturing or service reasons, or very expensive.

The internal drive mechanism happens to be such that it is not difficult nor expensive to provide shifting means which permit of changing back and forth between the top speeds at any road speed. This is partly because the internal train of gears is in constant mesh and the engaging mechanism is a light-weight clutch, the momentum of which is so small that its speed of rotation can quickly be changed.

It is this easy shifting feature that makes the modern four-speed transmission so convenient and flexible in the hands of the driver. It is worth while to point out that from the standpoint of safety, a sure and easy shift between the two top speeds is highly desirable. One soon acquires the habit of shifting back into third at level crossings, or unknown grades, and in heavy traffic, where the extra jump that is possessed by the car in third gear may be just enough to get it clear of an impending collision.

GARGOYLE Mobiloil.

will make you happy!

WHEN we tell people that we have for sale an oil which will benefit them, or, in other words, will add to their happiness, it is the most natural thing in the world for them to say, "very well, show us!"

That is because both the inherited experience of many generations and that acquired in their own life-time have taught them to beware the claims of sellers—to be suspicious—to require PROOF. The child of many disappointed generations, every one of which has time and again been stung, every man has firmly implanted in his mind the necessity for PROOF. He naturally assumes, when we claim to have the most economical and efficient lubricant, that we are going to PROVE our claim.

Men have found, too, that to get things that are aids to happiness, requires money, and for every bit of money in the world somebody, somewhere, at some time, has worked, and worked hard, rendering, in exchange, SERVICE to society and mankind.

For the SERVICE, men get what we call money. They are paid, as it were, in pieces of it, and these pieces, which are rather hard to get, may in their turn be exchanged for SERVICE which the holder wants from other people.

So when we tell people that Gargoyle Mobiloil is by far the most economical and efficient motorcar engine lubricant, and ask them to give us their money for it we naturally must PROVE the SERVICE to the extent paid for. If we didn't PROVE Gargoyle Mobiloil to be the most economical and efficient motorcar engine lubricant, the demand would not be as great as it is, and the fact that the demand is daily increasing is sufficient indication that Gargoyle Mobiloil is making good our claims.

Let Gargoyle Mobiloil make good our claims, and join the throng of happy motorists.

Vacuum Oil Company

FISK

THE FISK BALLOON ALL-CORD IS A BALANCED BALLOON TYRE, BUILT TO THE HIGHEST STANDARDS KNOWN TO THE TYRE INDUSTRY.

GIVE THE TYRES A TRIAL.

IN RETURN
FOR
YOUR MONEY
YOU
GET WHAT YOU
HAVE
NO RIGHT TO AT
THE
LOW DEPOSIT OF
MONEY.

Obtainable at all Garages upon request.

Sole Distributors:—
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4A, Des Voeux Road C.
Tel. 28011. Tel. 28011.

collision. In hill or mountain driving, if the car begins to roll down grade too fast in high, it requires no skill to drop it back into third and thus check the speed, while saving the brakes.

Flexibility Demanded. These features with a three-speed transmission cannot be obtained because the ratio of engine torque to car weight usually is such that the car will not have the flexibility and performance that the motorist public demands to-day.

Suppose we put enough engine ability in the car to handle a fast axle. To accomplish this fully means a larger engine than is usually realized with consequent added cost, weight, and loss of economy.

With the three-speed transmission there is no step between second and high and one must stay in second until the engine can handle high with the desired acceleration. With the four-speed transmission, the steps from second to third and from third to fourth are short, making for easy gear shifting and providing more flexibility.

Both theory and experience show that in order to get the smoothest and most satisfactory performance from a car together with maximum economy and length of life for its operation, the engine and all rotating parts back to the rear axle, should be run much slower than has been the general practice. The rapid extension of hard surface roads, with easy curves, means that

the general average of road speed is going up and the driving public expects to make better time, safely, between points, than in the past. The fast axle ratio accomplishes the desired slowing down of rotation and safety, we must also have a four-speed transmission of suitable ratios, with a next to top speed sufficiently quiet that the driver will use it, and with a type of shift that will permit him to use it promptly, easily, and at any speed.

The above opinion expressed by one of America's foremost engineers, Mr. S. O. White, proves how well Graham-Paige Engineers analysed the unexpressed demands of automobile users the whole world over.

HIGH COMPRESSION.

Feature of Willys-Knight Car.

Although most motor car manufacturers are developing their power plants along high compression lines to meet the demand of the buyer for a car of the highest efficiency, this phase of engineering dates back almost 15 years insofar as the Willys-Knight sleeve valve engine is concerned. This fact is creating more interest than usual in the new Willys-Knight sixes presented by the Willys-Overland Company, Toledo, Ohio, the largest builders of Knight engined cars in the world.

Since the production of the first Willys-Knight car in 1915, the Willys-Overland Company has paid special attention to high compression in order to obtain maximum performance.

Many automotive experts who have made a careful analysis of the sleeve valve engine used in the Willys-Knight cars attribute its successful high compression performance to its distinct design, stating that it is unusually well adapted to high efficiency work.

It is cited as proof of the claim that the Knight sleeve valve engine is naturally best suited for high compression work, that it does not require a special grade of gasoline to attain maximum efficiency.

Tests conducted over a period of years have been shown a distinct margin in favour of the sleeve valve engine for high efficiency. It is pointed out that the characteristic design of the Knight sleeve valve combustion chamber, with the spark plugs located in the exact centre of the compressed fuel charge, provides unsurpassed high compression performance.

The shape of the combustion chamber in the Knight engine is a true cylinder surmounted with a dome-shaped head. This is said by engineers to be the ideal type for obtaining the greatest degree of efficiency from an engine of the high compression type.

Although the term "high compression" is widely used by many motor car owners, some will ask "What is meant by high compression?"

BRIGHT COLOUR.

In Demand by Buyers of Fine Cars.

The demand of buyers of fine cars for bright colours and a wide variety of colour combination is greater this year than it has ever been before, according to officials of the Lincoln Motor Company. This is particularly true, they say, in the open and convertible types.

Exhibits in the recent automobile shows indicated that bright colours would be popular this year, but after all, these cars, to a considerable extent, reflected the ideas of what manufacturers thought the public would want. In the final analysis the purchasers determine colour trends, especially in the cars of the Lincoln class in which individuality is accentuated.

Brown, green and blue in a variety of shades will be the most popular colours this year, according to Lincoln officials, who base their judgment largely on orders so far received and on reports from dealers.

The Lincoln offers twenty-three colours which have been tested and adopted as standard. A purchaser may have his car finished in any combination of these colours, though the company recommends certain combinations for their harmony, taste and durability.

Any other colours may be had, however, at additional cost. The demand for special colours is unusually heavy among those who have more than one car and who buy open cars for sport occasions.

There is an increasing tendency on the part of the public to select fenders with the same colour scheme as that of the body of the car.

Reduced to language that even those not mechanically minded will understand, high compression means that the gasoline mixture is more highly compressed in the combustion chamber, thus imparting greater force to the pistons on the downward stroke. This, of course, provides a higher degree of power than is possible in an engine of low or medium compression.

\$1.15

A GALLON OF PETROL!

TAKE THAT INTO CONSIDERATION IN CHOOSING YOUR NEW CAR.

FOR
ECONOMY

THE FULL-SIZE PLYMOUTH
now at new low prices

FOR
BEAUTY

SELECT
A FOUR
CYLINDER
ENGINE

Plymouth is Chrysler's car in the lowest-price field—therefore it is the only car in that field to offer the distinctive engineering advancements and precision craftsmanship which have made Chrysler-built cars world-famous.

Plymouth stands alone among cars of lowest price with internal-expanding 4-wheel hydraulic brakes—weatherproof, self-equalising and permanently positive.

Plymouth stands alone among cars of lowest price with its full-size dimensions throughout—in body, frame, axles, transmission and power plant.

At its new substantially lower prices, Plymouth offers value without parallel in its price class. See the car, drive it. You will be convinced.



YOU
MUST
HAVE A
FULL-SIZE
BODY

PLYMOUTH

CHRYSLER MOTORS PRODUCT

PLYMOUTH IS THE ONLY CAR ON THE MARKET WITH THESE ADVANTAGES.

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27787.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56226.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MOTOR TRUCKS.

Distribution by New Method Beneficial.

Rapidly increasing use of the motor truck by the farming interests of the nation is providing a channel for the ready disposal of fruits and vegetables for which there formerly was no commercial outlet.

Application of the truck in this respect has supplemented its normal sphere in the transportation and sale of general agricultural products, with a startling effect upon crop production in many areas.

This is strikingly illustrated in a transportation survey made recently by Bruce Edwards of the Bureau of Agricultural Economics of the United States Department of Agriculture. It discusses the movement of the 1928 crop of fruits and vegetables in southern Indiana and Illinois and emphasizes the large recent increase in the use of trucks for the transport of farm products.

"Motor truck transportation in southern Indiana and Illinois has developed chiefly during the last four years," the survey states. "A characteristic of the use in this section is the supplying of rural and small city trade by wholesale and retail peddling with the truckman acting as middleman as well as carrier."

In southern Indiana, the Government's statistics reveal, 85 per cent. of the 1928 crop of fruits and vegetables, including that portion sold to canneries, was moved by truck. This truck movement comprised a total of perishables trucked to their destination of 5,120 carload equivalents. The similar rail movement equalled but 2,788 carloads.

One factor contributing to the very heavy truck movement in Indiana is the proximity of the producing regions to the consuming centres.

In southern Illinois, where the short haul is not as frequent as in Indiana, nearly one-fourth of the fruit and vegetable crop was nevertheless shipped by truck. The Federal statistics for this move-

ment illustrates that 23 per cent., or 2,395 carload equivalents, were shipped by truck as compared to 7,829 cars shipped by rail and truck combined.

A comparatively new development in the merchandising of perishables in the section surveyed, the report states, has been the advent of the truckman-merchant. Originally starting when growers sent men with loads of melons or fruit to peddle in nearby towns, many of these peddlers branched out, bought their own trucks, purchased produce direct from the farmers and then built up their own clientele. At the same time many farmers, when the fruit and vegetable season opens, become truckmen-merchants themselves, selling the produce of their own farms and that of their neighbours in nearby cities and towns.

Both of the developments of the merchant-truckman idea have resulted in the direct delivery of fruits and vegetables to markets much farther from the producing district than formerly served. The truckman-merchant of both classes can profitably afford to distribute perishables to more distant markets than can the commercial truckman hauling for cartage fees alone.

Improvement of truck equipment has been another result of the rise of the merchant-truckman. Where formerly most of the trucks were made-over automobiles and small half-ton trucks, during the last two years a considerable number of one and two-ton trucks have replaced the small ones. Many of the truckmen-merchants formerly operating with one small truck each, are now using larger trucks, or more than one.

In commenting upon the effect of the motor truck on production and merchandising the Government survey said:

"The truck has rendered a real service by moving fruits and vegetables rapidly from the grower direct to the rural retailer many miles away. It has made a good market for second-grade produce, giving the consumer fresh fruits and vegetables in good condition at low prices."

"Five years ago, as a typical example, growers in south-eastern Illinois shipped apples to Indianapolis by rail. Several weeks or months later the travelling salesman for the Indianapolis firm, in making the rounds of the rural towns, sold (Continued at foot of next column.)

ITALIAN ENTERPRISE

Motor Highway Into Abyssinia.

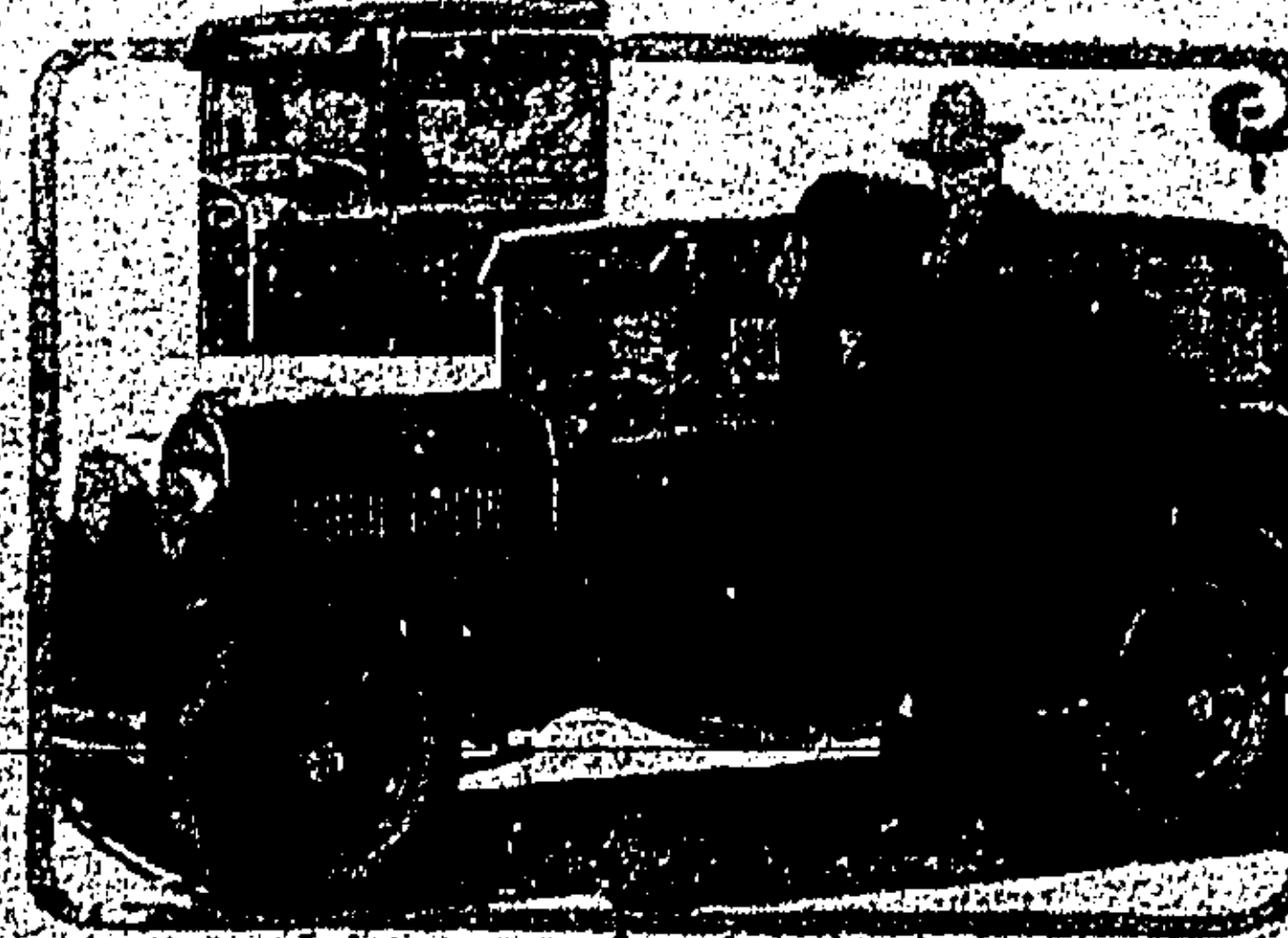
The building of a highway from the Eritrean port of Assab into the interior of Abyssinia will soon be undertaken by Italy. This new artery will replace the caravan route and it is estimated will cost 15,000,000 lire. The road will parallel the railway between Gibuti and the Abyssinian capital of Addis Ababa but will pass through the mountainous region, with Dessi as its terminal.

In the undertaking, Italy is enthusiastically supported by the King of Abyssinia who is keenly interested in the new road which will be built in five sections totalling in all nearly 400 miles through districts where trade has been restricted by lack of transportation routes.

The vast project is a most difficult one. Bridges must be built and many culverts used as a safeguard during the rainy season. Work is to be started in the dry season and continued over a term of months. It remains to be seen whether any of the existing caravan routes can be used as a basis for the highway. If not, another 5,000,000 lire will be added to the estimated cost. Experts feel, however, that although the cost of construction is very heavy, the expense will be more than justified by the benefits this new road will bring, not only to Abyssinia but to the Danakil country stretching through the Italian colony of Eritrea which is badly in need of transport advantages. The territory which will be served has 4,000,000 inhabitants.

the same apples in towns only a few miles from where they were grown. The apples were much the worse for their trip of 160 miles, each way and the many handlings. Now nearby demand is supplied direct from the producing locality in a few hours at small cost and with fresher fruit."

They Never Come Too Big for Plymouth.



Fred Wies of Glendale, California, six feet eight inches tall and weighing 425 pounds is shown here leaning his elbow heavily on the roof of his Plymouth sedan. California being full-size country with giant trees, towering mountains and big men is partial to full-size automobiles. In the midst of the giant tree grove, his car, so to speak, is finding it roomy and comfortable.

ENJOY
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HOLIDAY
TOURING
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SUMMER
ON

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The China Mail

Thursday, July 3, 1930.
Sixth Moon, 8th Day.

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LONDON SERVICE.

"HECTOR" 8th July at 10 a.m. M'Isle, L'don, R'dam, & Glasgow
"ACHILLES" 22nd July M'Isle, L'don, R'dam & Hamburg

LIVERPOOL SERVICE.

"DEMODOCUS" 7th July Havre, Liverpool & Glasgow
"KT. COMPANION" 26th July (Glasgow, Havre, L'pool & Glasgow)
* Calls at Algiers.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"IXION" Sails 10th July For Victoria, Vancouver & Seattle
"TYNDAREUS" Sails 2nd Aug. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"ELPENOR" Sails 3rd July For New York, Boston & Baltimore
via Ruer

INWARD SERVICE.

"DARDANUS" Due 8th July For Shanghai, Kobe & Y'hama
"HUXENOR" Due 13th July For Shanghai & Hankow

PASSENGER SERVICE.

"HECTOR" Sails 9th July at 10 a.m. For S'pore, M'Isle & L'don
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Also cargo steamers with limited passenger accommodation at specially reduced fares.

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Agents.

NO NEWS FOR EIGHT YEARS.

Midwife Presumed Dead by Law.

HER ESTATE IN COLONY.

Mr. Hin-shing Lo, instructed by Mr. F. X. d'Almada, sen., made an application to Sir Joseph H. Kemp, K.C., at the Supreme Court this morning to presume the death of a Chinese woman named Tang Chu-yee.

Counsel said that the woman was practising as a midwife in Hong Kong, her residence being at No. 118, Queen's Road East, Wanchai. She had an adopted son and two adopted daughters, and on December 3, 1921, she left Hong Kong for Canton, and since that date no news had been received from her, although every effort was made to trace her whereabouts.

Submitting that the law would presume a person dead if no news had been received of such a person for seven years, Counsel asked his Lordship to make an order to presume the death of Tang Chu-yee for the purpose of obtaining letters of administration of her estate on behalf of the adopted son, who was still in his minority, and who had elected the Rev. H. R. Wells, O.B.E., to be his curator and guardian. Estate left by the missing woman was said to amount to about \$8,000 deposited with local banks.

His Lordship made the order requested, and directed that the costs of the proceedings be paid out of the estate.

HARBOUR MASTER VICTIMISED.

In a report to the Police yesterday, the Hon. Comdr. G. F. Hole, R.N. (retired) Harbour Master, alleged that on Tuesday afternoon a "boy" employed at his house, 405 The Peak, absconded taking with him \$50 which had been entrusted to him to pay certain bills. The "boy" left the house at 3 p.m., and had not returned since.

Later Commander Hole discovered that a wallet containing \$139 had been stolen from his dressing table, and he suspects the "boy" of the theft of this money also.

BRITAIN'S-NAVY.

CONSTRUCTION PROGRAMME TO BE BEGUN.

THREE NEW SUBMARINES.

Rugby, Yesterday. Replying to questions in the House of Commons to-day Mr. A. V. Alexander, First Lord of the Admiralty, said that it had been decided to commence this financial year with three submarines of the 1929 programme and the new construction programme for 1930, details of which had already been announced. The estimated total cost of these ships, inclusive of the cost of guns, torpedoes, and ammunition, was £10,540,000.

Mr. Alexander stated that the totals of naval tonnage under construction or projected by the British Empire and the United States were approximately:-

United States 140,000 tons.
British Commonwealth 115,000 tons.—British Wireless Service.

INDIAN SITUATION.

MISAPPREHENSION OVER PROCLAMATION.

APPLIES TO ALL INDIA.

Simla, Yesterday. Misapprehension in regard to the recent proclamation that the working committee of the All-India Congress was an unlawful association has been cleared by the explanation that this applies to the whole of India and not in the United Provinces alone. The committee consists of 15 members. The declaration does not apply to ordinary membership of Congress.

Ban on Press.

Later. Lord Irwin has promulgated an Ordinance against unauthorised news sheet papers, in order to combat the propaganda of the cyclo style of bulletin issued by Congress.—Reuter.

[An earlier cable stated: The notification that the Working Committee of the All-India Congress is unlawful applies to the United Provinces only.]

The All-India Congress Working Committee has been declared an unlawful association.

Pandit Motilal Nehru, the President of the Congress, has been arrested at Allahabad.]

BOGUS SHARES ON THE MARKET.

\$102,300 Worth in Circulation.

SECRETARY'S MISDEEDS.

Before the Chief Justice, Sir Joseph H. Kemp, K.C., at the Supreme Court this morning, Mr. F. C. Jenkin, instructed by Messrs. Deacon's, applied to his Lordship that the register of members of the Humphreys Estate and Finance Company, Limited, might be rectified by removing therefrom the names of persons who were the holders of certain shares, the certificates of which were obtained from the Company by fraud.

Counsel said that the late secretary of the Company brought 9,000 shares, valued at \$102,300, into existence by means of a fraud. These shares with the exception of 200 issued to Chau Cheung-pang, had been traced and redeemed by the Company. He asked his Lordship for an order to remove these shares without prejudice to any claim which Chau Cheung-pang might have against the Company. The application was granted.

ARMED ROBBERY SEQUEL.

In connection with the armed robbery in the Yee Hing Tung contractors' match in Li Kuk village, Shamshuipo, (reported in yesterday's China Mail), a paragraph in today's Police morning reports states that all five men alleged to have taken part in the robbery have been arrested. Property worth \$5 was recovered.

The five men broke into the match on Tuesday night, at about 11.30, armed with iron bars and hammers. They assaulted the foreman, Poon Hok and a fook, Chung Hing, and then ransacked the place, getting away with money and clothing worth \$78. Both Poon and Chung had to go to the Kowloon Hospital to have their injuries attended to.

"I always sees your husband in the yard, nowadays, Mrs. Igga, burning papers."

"Yus. 'R's got a job distributing circulars."

AMUSEMENTS

THE 13th CHAIR

Tod BROWNING
production with Conrad Nagel
Leila Hyams
Margaret Wycherly

ALL-TALKING ALL-THRILLING!

A Metro-Goldwyn Mayer ALL-TALKING Picture.
BAYARD VEILLER'S celebrated mystery play, which ran a solid year on Broadway, has now been brought to the screen by the acknowledged thrill director of them all, Tod Browning.

Broadway's greatest thriller now the screen's greatest mystery story.



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